

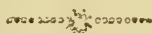
A SET OF  
S I G N A L S

PRESENTED TO THE  
*NAVY of the UNITED STATES,*  
*of AMERICA,*

BY

JOHN BARRY, Esq.

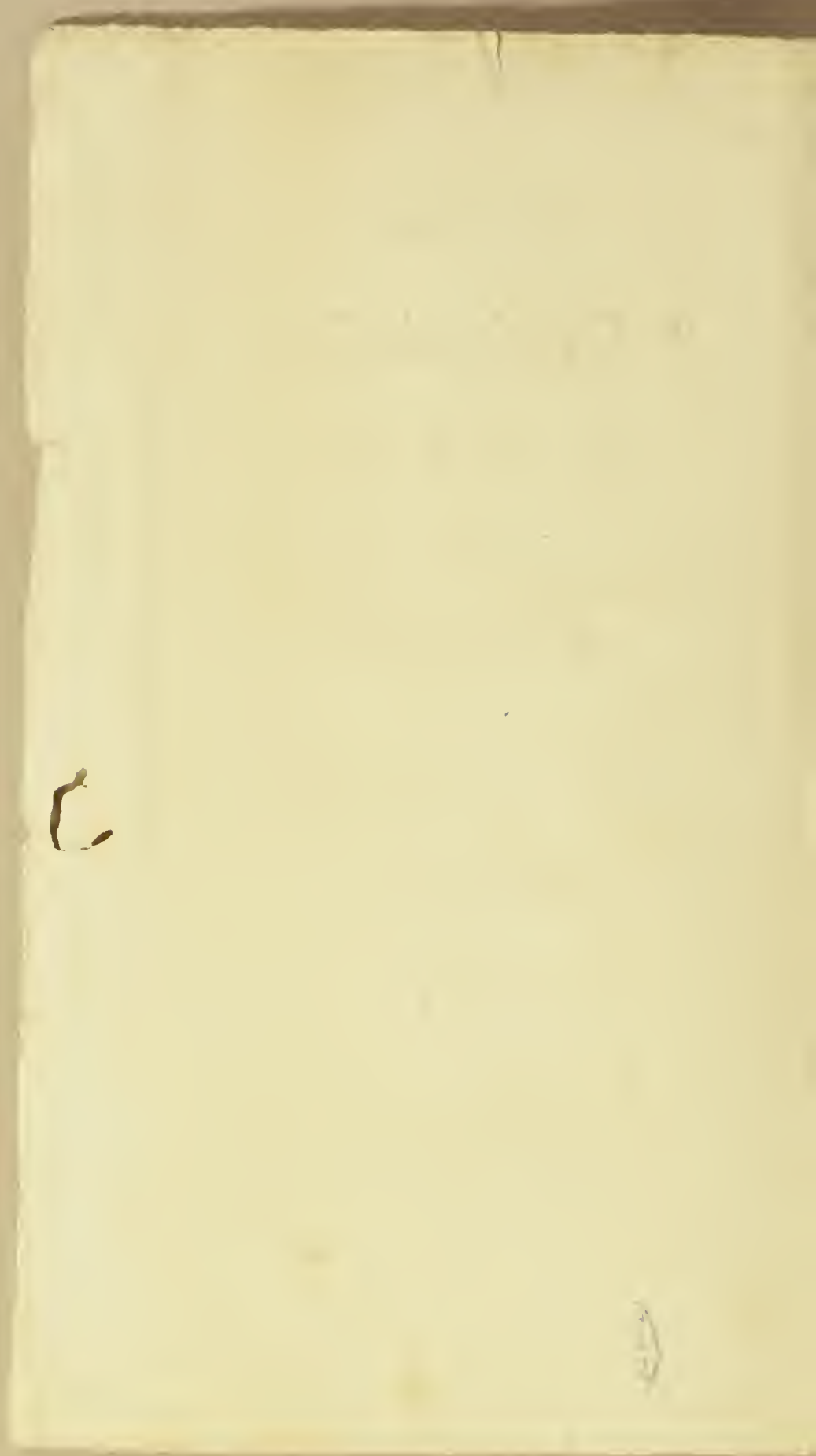
SENIOR OFFICER.



NORFOLK, VIRGINIA:

PRINTED BY WILLETT & O'CONNOR.

1800.





1



6



Red triangle



2



7



white triangle



3



8



blue triangle



4



9



Cornet



5



0



answering Flag



---

## *DIRECTIONS*

FOR USING  
DAY SIGNALS.



**S**IGNALS in all respects should be established on the most clear and discernable principles possible, in order to guide the many movements of a fleet, with exactness and certainty; without which, men of war would be of little consequence, and therefore all officers should exert themselves to become perfect masters of them, as soon as possible; without this knowledge, they can by no means be qualified for a command in the naval service. Particular attention should be paid, in reading them, and the best recollection will be necessary, in order to find such as may be most useful; I would therefore propose, they should be arranged in \*alphabetical and numerical

---

\* Alphabetically as near as possible, allowing the action to be principally considered.



merical order, by which means they may be found quick, varied at pleasure, and may consist of an immense number, without being complex or tedious. The colours should be lively, and the flags of the most distinct form, that they may be seen at a great distance, and so constructed as not to be mistaken one for the other, each having a stated value and signification, as in the annexed plan.

To shew how they are to be used, let us suppose it were necessary to make the signal "Bring to in a line of battle, at two cables length distance on the larboard line of bearing;" which comes under the letter B. in alphabetical order, and in the numerical arrangement is 214. To be displayed as in figure the first, where the three mast heads of the Admiral's ship are shewn, the unit is the uppermost, and denoted by the red flag, whose value is 2 in the original disposition; the figure in the place of tens, is expressed by a blue flag, whose value in the first order is 1; the hundredth place is filled up by the yellow flag, whose signification is 4; in the primary arrangement of the colours, and the whole from  
the

the mast head downwards, amounts to 214. This I apprehend will be sufficient to give an idea how the signals are to be made when bent to one pair of halyards. But should it be necessary to make them at the different mast heads, which will be advisable in calms, smoke of battle, and a great distance, in that case the unit must be hoisted at the fore, the ten at the main, and the hundredth at the mizen top-mast, or top-gallant-mast heads: the flag that stands in the place of thousands, may be hoisted at the mizen-peak, or under the flag supplying the place of hundreds, at the mizen-top-mast, or top-gallant-mast head: should it be thought expedient to make those signals at different mast heads, by hoisting two flags on one mast, and two on another, or one on one mast, and three on the other, it must be understood, that the flags on the fore-mast shall be counted first, main-mast next, mizen-mast after them, and such as are hoisted at the mizen-peak to follow; but any that may be on the ensign staff shall be counted last. . . . Suppose it were required to make the signal 33, or 366, it would be necessary in this last case,

case, to have three flags on board, of No. 6, which in the primary arrangement, are white and blue, and if to reach a thousand, it will require four white and blue flags, to express 6666. To obviate this, let 3 triangular flags be assumed, one of red, to bear the name of unit, one of white, to bear the name of the ten, or decimal, and one of blue, to bear the name of the flag filling the place of hundreds, and it will occur, that one triangular flag will take its name from another, as may be seen in the following examples :

At any time when the interrogatory numbers are displayed to any ship by the Admiral, or one ship making inquiry into the situation of another, at the time of hoisting the answer to such interrogatory, the yellow cornet must be shewn also, which will immediately indicate that the intention of the signal is only to reply to a question, and that the signal has not its value in the numerical arrangement, as it otherwise would have; the cornet may be hoisted at any place where it can be best seen, so that it does not interfere too closely with the signal. By this number of flags, 9999 signals



nals may be made, and not admissible of any mistake. This arrangement of signals being so simple, it does not require many examples; but to persons having little information on this subject, it may be necessary to offer a few, to explain the most intricate. I would recommend to all commanders to look their signal books carefully over, and observe the numbers of the particular answers to the interrogatories, and mark them on the margin of the page of said interrogatories, which will direct them where to find the proper answers immediately, without the loss of time, occasioned by a tedious search, which will happen if this precaution is not taken. All numbers, whether of men or things, such as officers, men, ships, guns, days, hours, degrees, minutes, fathoms, shot holes, &c. &c. are to be denoted by the numeral signals, indicating such a number with the addition of the yellow cornet.

When inquiry is made by interrogatory signal, for the bearing (by compass) of any particular head lands, ship or ships, it is to be understood, that the chasing signals are substituted for the purpose of pointing out their bearings;

ings; and should the distance be required also, it will be shewn immediately after the bearings, and in miles; this will be done, with the numeral flags as before directed, taking care at all times to have the cornet hoisted at the time of answering the interrogatory. It is also to be observed, that when the distinguishing flag of any particular division, ship, or ships, is hoisted, at the time of making a signal, that the signal is directed to her, or them, particularly. When the latitude, or longitude, is required, the interrogatory signal, expressive of such a question, is displayed, which will be answered, by the other ship hoisting the numeral signal, expressive of the degrees first, when this is answered, which is done by hauling down the flags denoting the question, the numeral signals, pointing out the odd miles, will then be shewn, the answer to them will be the common answering flag. A gun may at any time be fired, in order to attract notice, but is not to be viewed as composing any part of those signals. It is to be remarked, that the occurrences are alphabetically arranged; such as alter the course, a lee the helm is, anchor the

the

the squadron, &c. &c. will be found under the letter A. Bring to, bear up, board, brace, &c. under the letter B. and so on throughout the whole.

Example 2d. I would know the bearing and distance of Cape Henlopen, by displaying the interrogatory 678, expressive of this question; as in figure 2d, the other ship will then answer, by hoisting the chasing signal for the point of the compass that Cape Henlopen bears on, which will be 250, as in fig. 3d; as soon as the admiral answers this, which is done as before directed, it will be hauled down, and the numeral flags displayed, as in fig. 4, which shews that Cape Henlopen bears N. W. distant 44 miles. (a)

Example 3.

(a) The interrogatory signal requiring the bearing of Cape Henlopen, stood numerically arranged at 678 in a former set of signals, for which these directions were written, and afterwards found to be incorrect; but the signals for the examples being chosen, and the designs by the annexed disposition of flags formed, it was thought unnecessary to alter them: therefore, the Cape by the present arrangement, will be found opposite 691, and the point of the compass which specifies its bearing 253, and not 250, as per examples.

The like caution will be given in all the following examples that are referred to.

Example 3. Admit that the signal 1000 was required, in what manner would you make it? Answer—as in fig. 5.

Example 4. Admit that the signal 1001 was required, in what manner would you make it? Answer—as in fig. 6.

Example 5. Admit that the signal 1221 was required, in what manner would you make it? Answer—as in fig. 7.

Example 6. Admit that the signal 1111 was required, in what manner would you make it? Answer—as in fig. 8.

Example 7. How would you make the signal 1020? Answer—as in fig. 9.

Example 8. Admit that the signal 1101 was required, in what manner would you make it? Answer—as in fig. 10.

Example 9. How many feet water do you make in an hour? The ship making this inquiry displays the interrogatory signal 646, (b) as in fig. 11. The ship answering will hoist the flag, accompanied with a yellow cornet, as in fig. 12, which shews that she makes three feet water.

Example

---

(b) The signal 646, stands in the present arrangement at 666.



Example 10. Has any ship a person or pilot on board, acquainted with the coast or harbour? The inquiry is made by displaying the interrogatory signal 658, as in fig. 13; (*c*) should she have either on board, the signal 158 (*d*) must be displayed, as in fig. 14; if not, the signal 769, (*e*) as in fig. 15. In this particular instance the yellow cornet is not required, as the answer stands numerically arranged, and it may be dispensed with in all similar cases.

Example 11. The Admiral wishes to know of what class the strange ships in sight are, and makes the signal 671, (*f*) as in fig. 16, expressive of that question; the ships in chace, or nearest to them, will answer, if they are frigates, by hoisting the signal 554, (*g*) as in fig. 17; or if line of battle ships 742 (*h*) will be displayed, as in fig. 18, and so on for any other description of ships.

---

(*c*) The signal 658, stands in the present arrangement at 678.

(*d*) The signal 158, stands in the present arrangement at 154.

(*e*) The signal 769, stands in the present arrangement at 818.

(*f*) The signal 671, stands in the present arrangement at 708.

(*g*) The signal 554, stands in the present arrangement at 569.

(*h*) The signal 742, stands in the present arrangement at 785.



**B** Admit that it was necessary  
to postpone the execution of a signal  
untill some distant period - in  
what manner would you act?

### Examples

Wear the fleet in succession beginning  
at the rear and run off 7 points large  
on the other tack, it will then be 1275  
and is not to be carried into effect till  
near night - the signal 498 must  
be displayed immediately after and  
so on for any other.

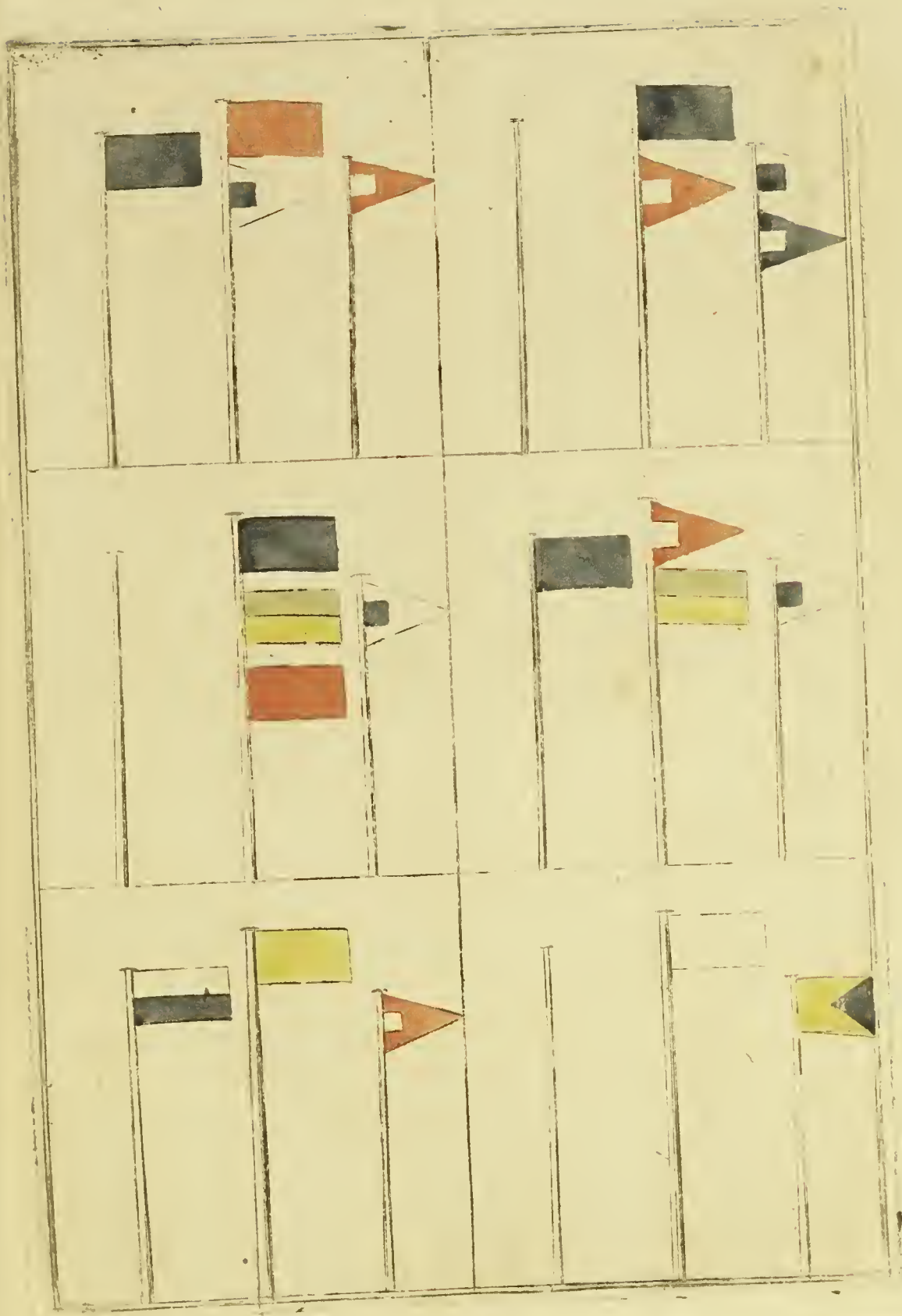
The intention of this particular  
example is to show, that the movement  
of a fleet may take place without  
the use of lights, if occasion should  
require, and the postponing signals  
will be found in full in a variety of  
of other cases.

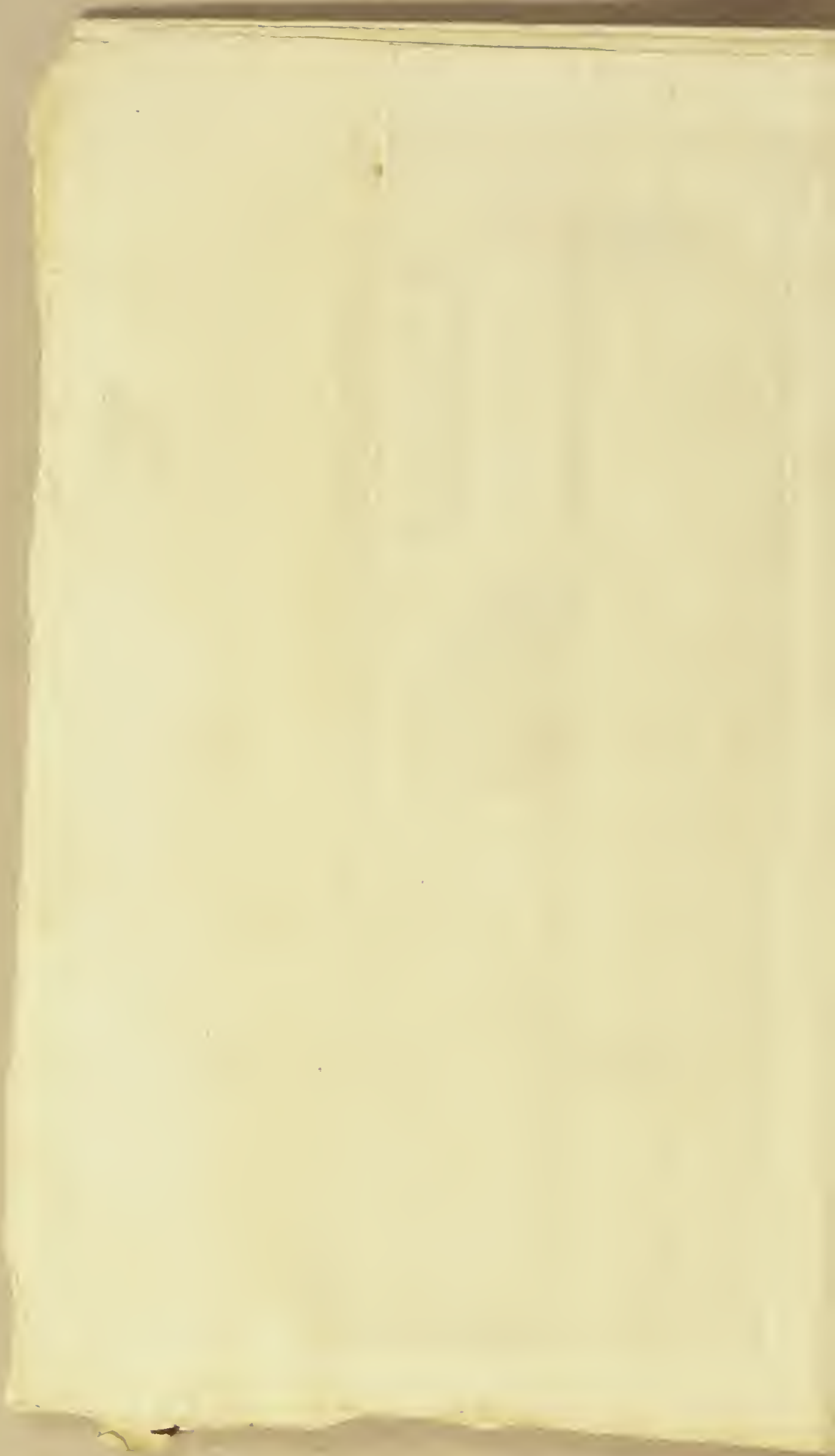
Fig 1



Designed by a 5/6 x 5/6 in. (approx.) and mounted by  
 my own hand.  
 (approx.)



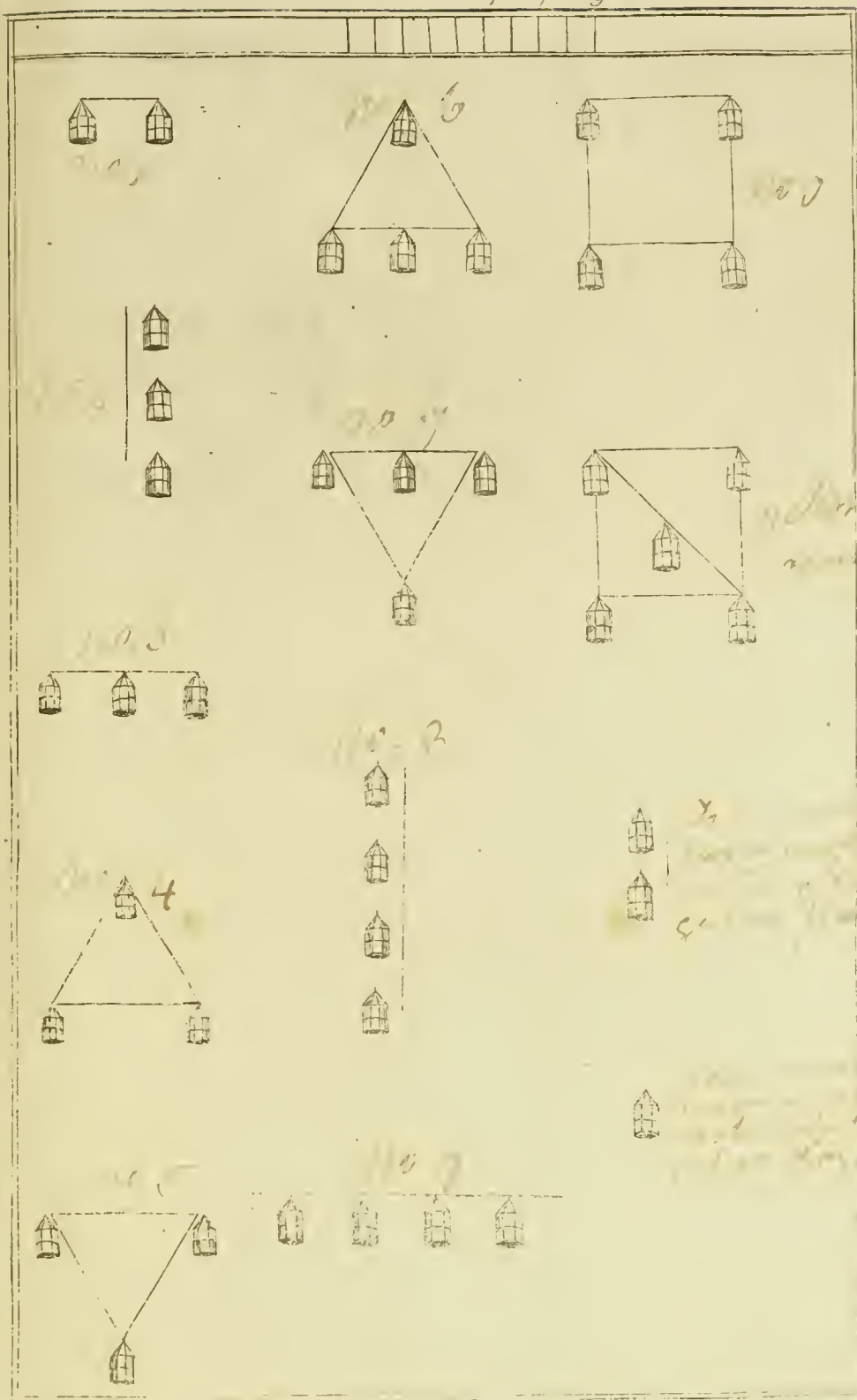


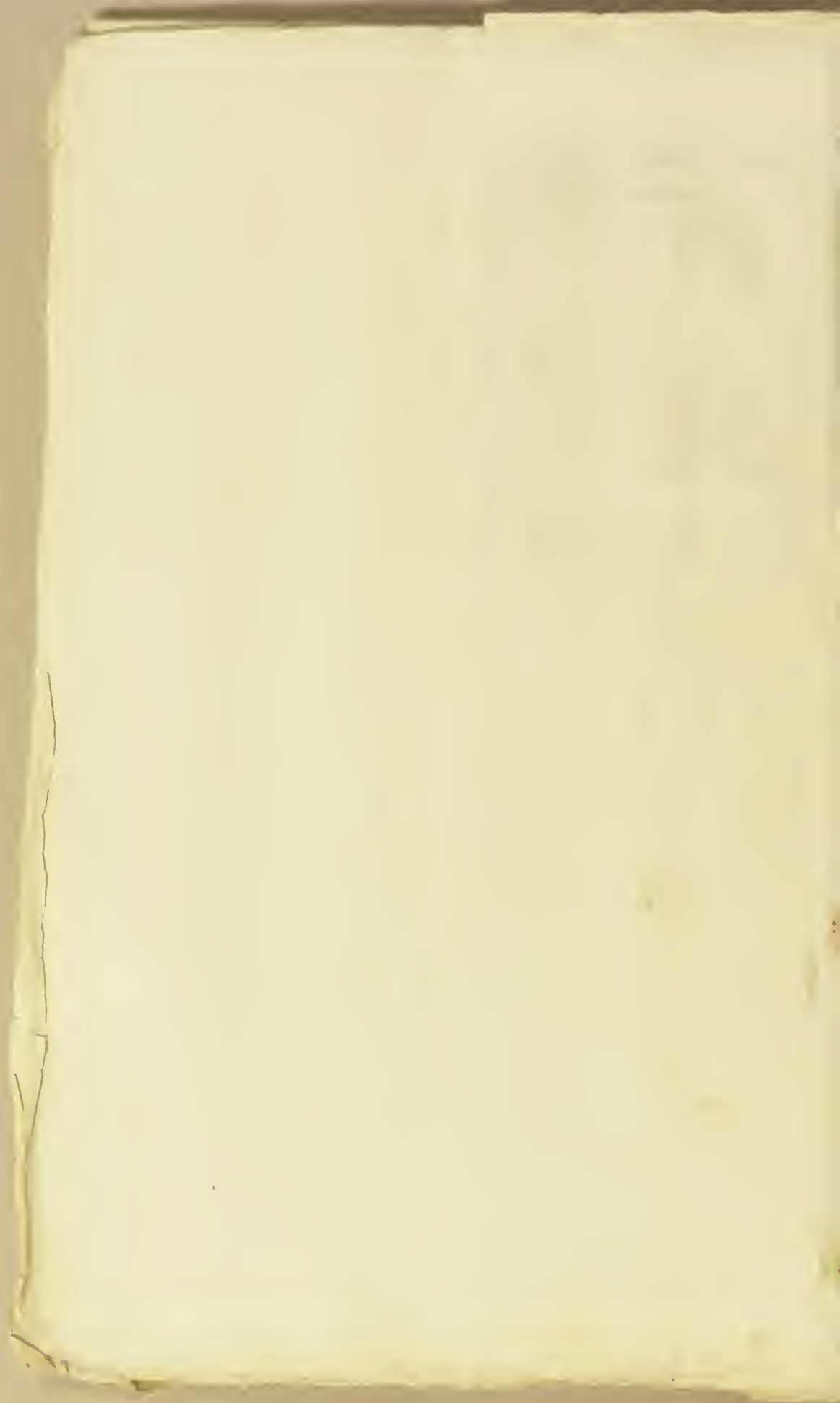












---

## DIRECTIONS

FOR USING

### The Signals by Night.

---

THE Signals by night are established on the same numeral principles as those by day, with this difference only; that in all cases the highest are to be counted first, and so on downward in rotation; the figures answering the place of the triangular flags are, as follows:—For the red, two perpendicular lights—for the white, one light—for the blue, also one light, but detached from the signal at some unusual distance.

The figures used for the night signals will be made of small oak pieces, in a triangular and square form, agreeable to the annexed plan. The lanterns will be bent at about the distance of two feet six inches from each other in most cases, and will not exceed five feet at any time;  
the



the figures will be distant from each other seven feet, which will distinguish the one from the other; greater distances may be allowed in separating the figures, if it should be tho't necessary: care must be taken in hoisting the frames, to turn them about to the vessel or vessels they are directed to, that they may appear in their true form. The different figures should be numbered, and the place of each lantern marked on said figures, which will at all times direct where they are to be bent, then having the assistance of your signal book, there can be but little danger of hoisting them upside down; this must be guarded against in the most cautious manner, as it would have a dangerous tendency. At small distances, the frames may be hoisted in the shrouds, and not above the tops.

Admit that the first example by day was required by night, in what manner would you proceed? As in figure the first by night.

Required the second example of the day signals by night; they will be displayed as in figure 2d, 3d, and 4th.

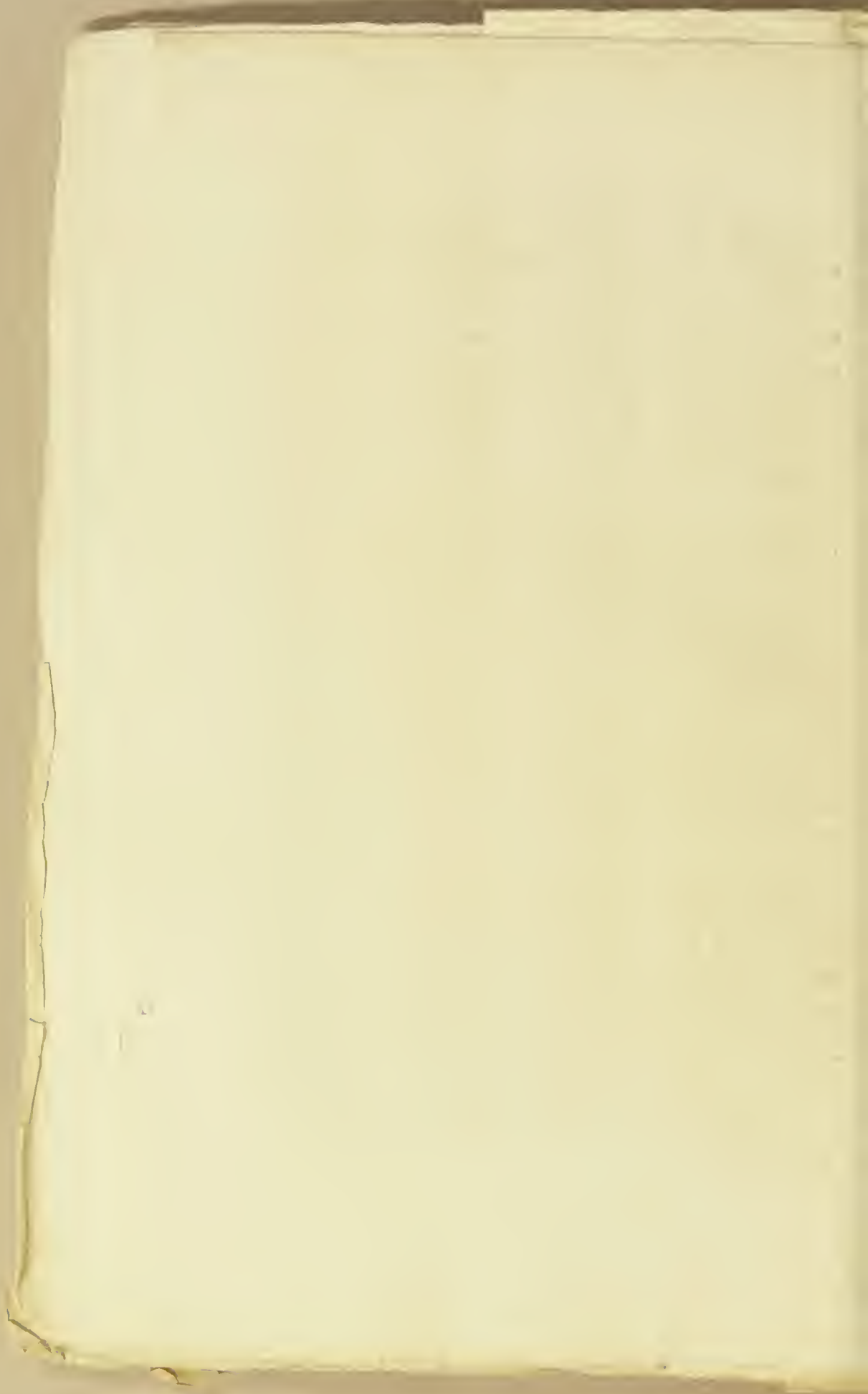
Admit that the 3d example by day was required

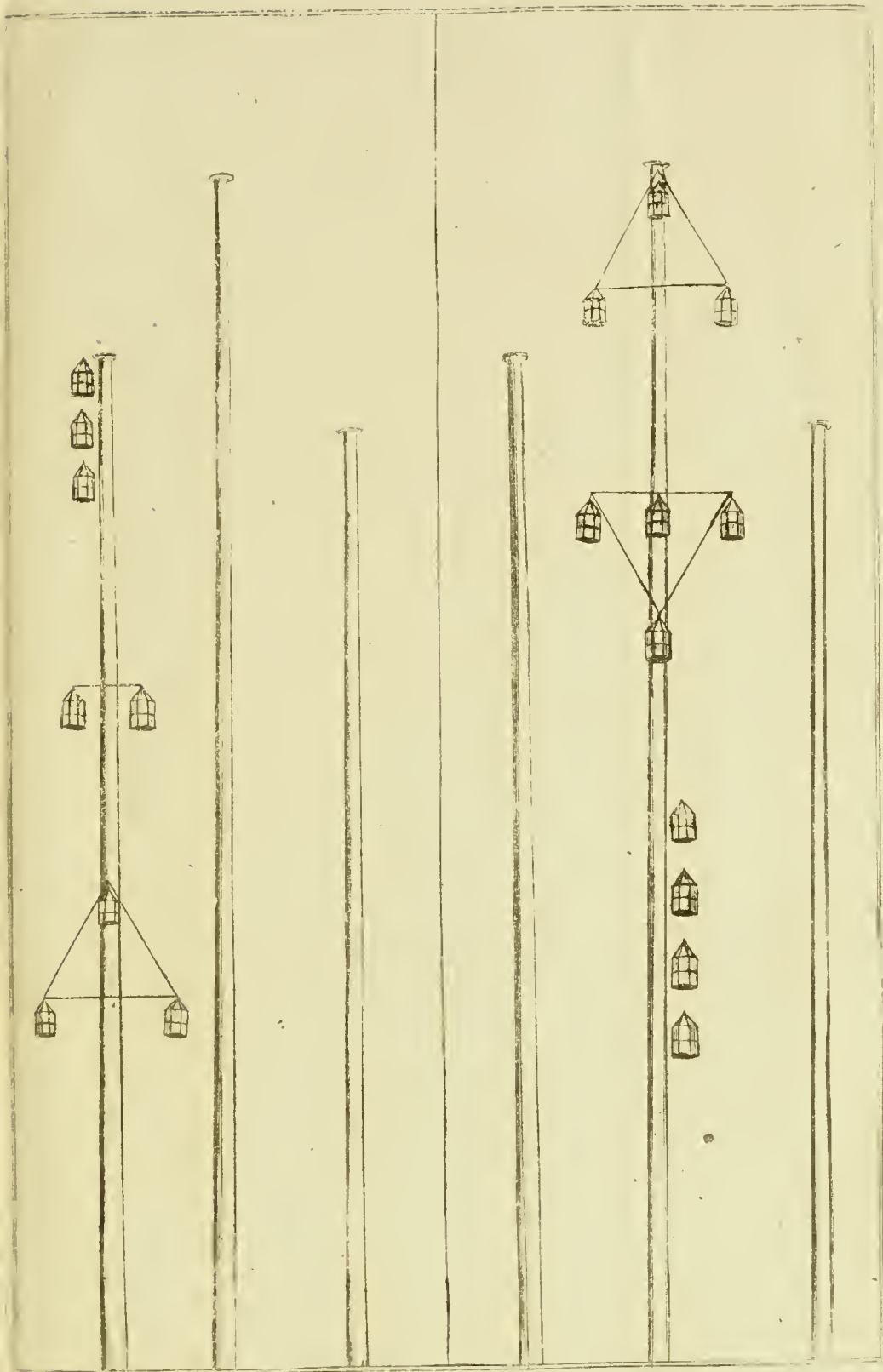
quired by night, in what manner would you make it? Answer—as in figure 5th.

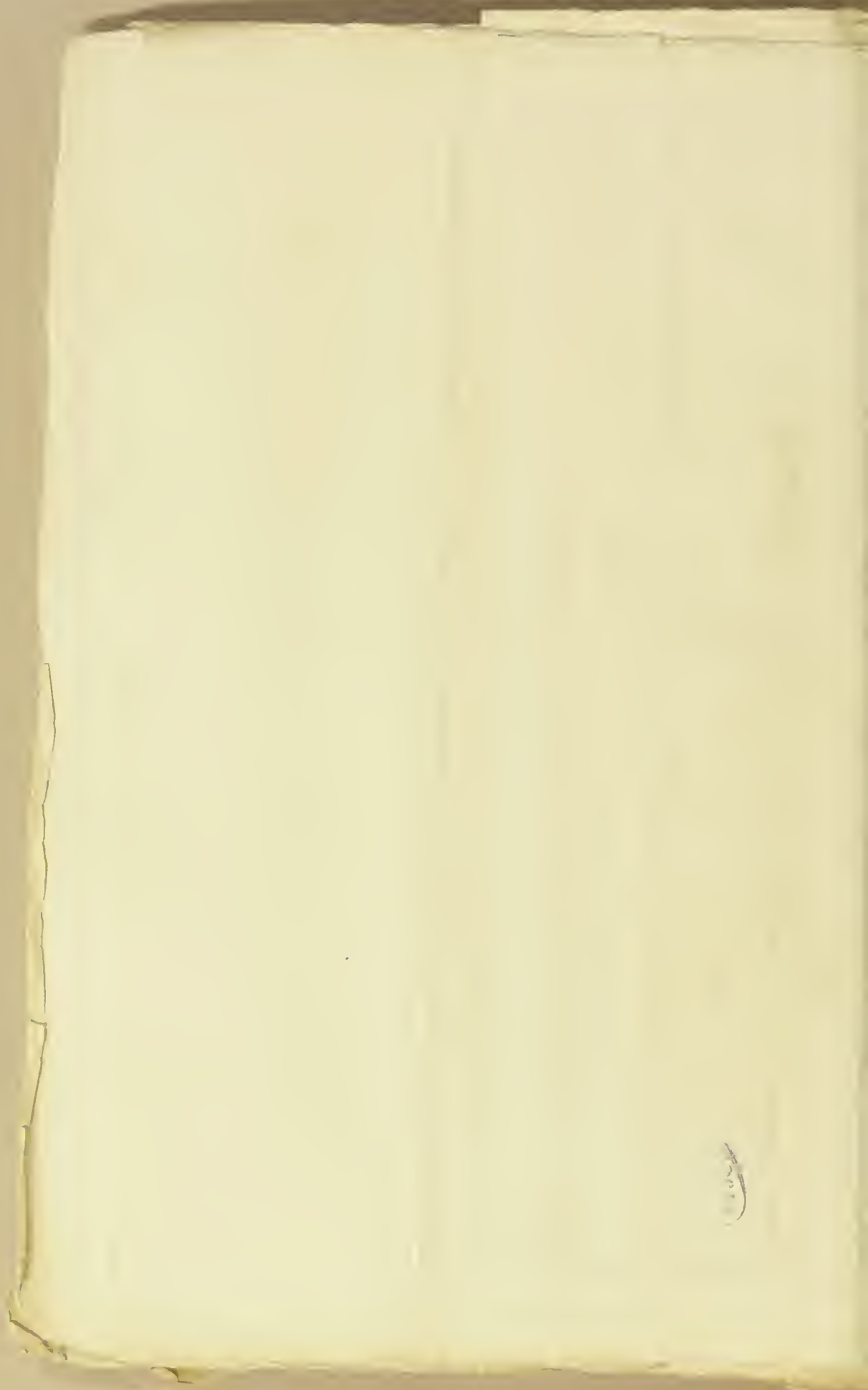
Admit that the 4th example by day, was required by night, in what manner would you make it? Answer—as in figure 6th.

The number of examples here given, I am persuaded will be sufficient to give a perfect idea how these signals are to be made, as they differ in no part from the signals by day, except the one being flags, and the other lanterns: their superiority is to be determined by their height one above the other—the single lantern (when intended to represent the blue triangular flag) may be hoisted on one side or the other, that is, where the signal is made on the mainmast, the single lantern may be hoisted on the mizen-mast or foremast, and at any convenient height, but if it is as high as the lowest number it will be as well seen as the other lanterns composing the signal: but on the contrary, when it is used as the white triangular flag, it must be directly under the other figures and at the prescribed distance of seven, eight, nine, or a greater number of feet if necessary.

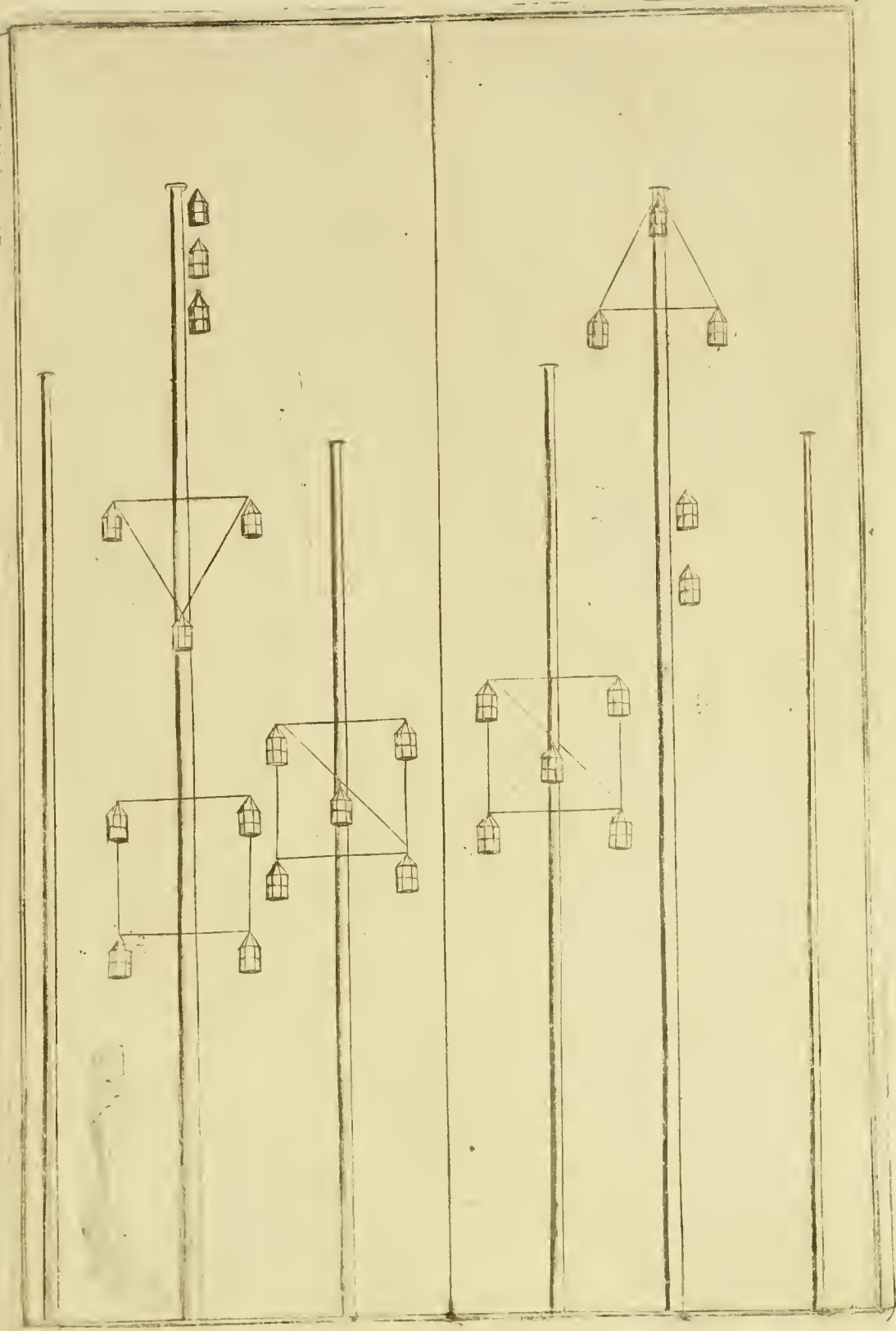
A single lantern will be the answer to those signals.

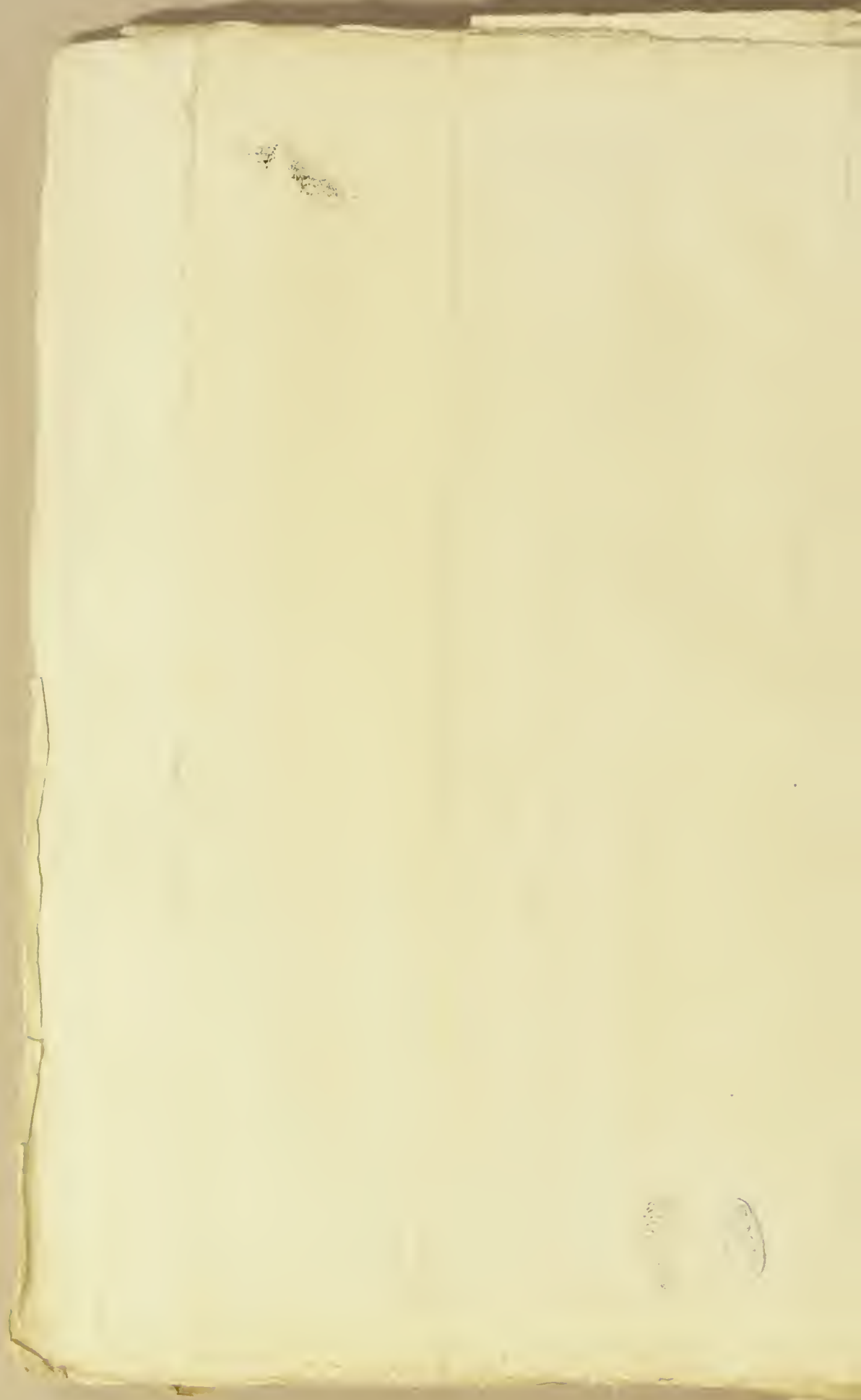


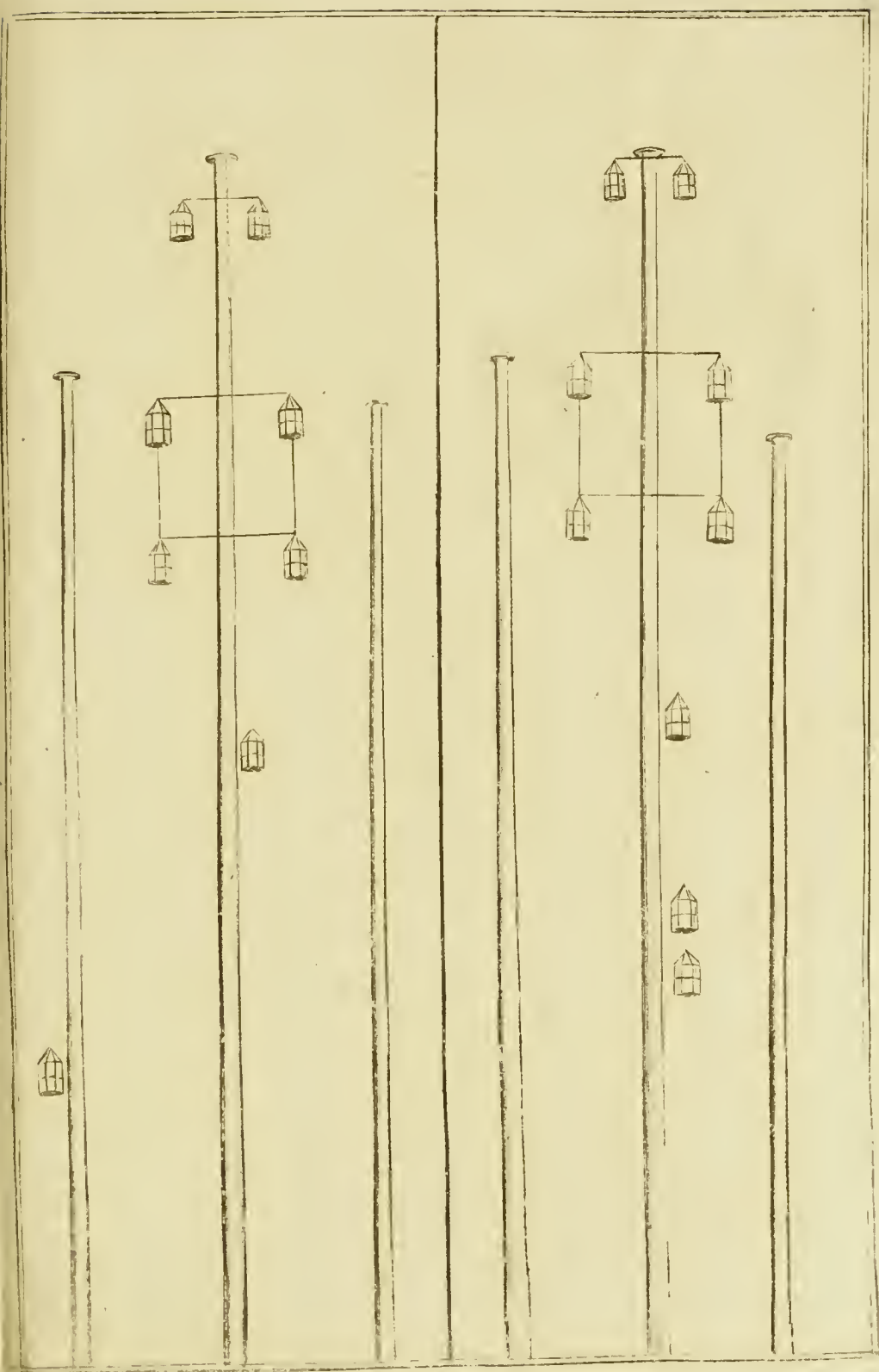


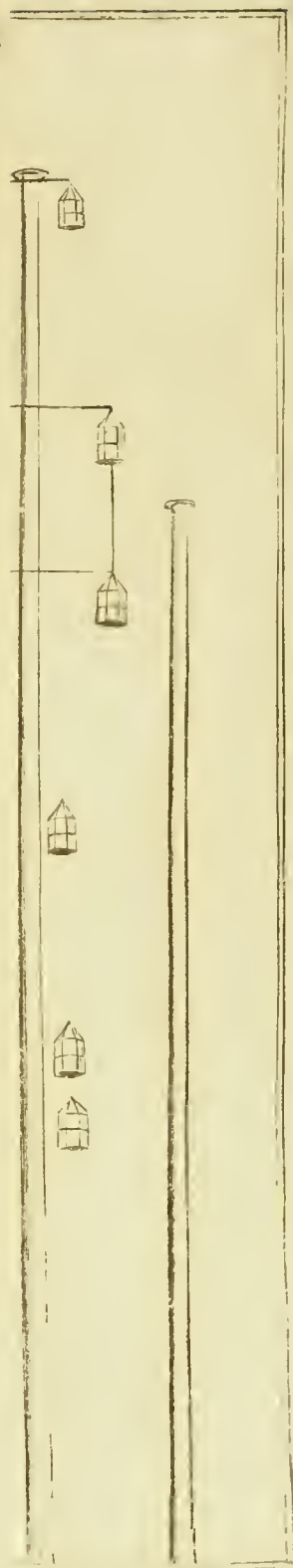












---

## S I G N A L S

By *DAY* and *NIGHT*, both at *SEA*, and  
in *HARBOURS*, *ROADS*, &c.

---

1 *ACT* in this case at your own discretion.

2 *Aground*, answer interrogatory Signal.

3 *Ahead*, to keep in the night, so as to have  
intercourse by Signal.

4 *Ahead* of the line, to keep ships drawn  
from the order of battle.

5 *Ahead*, to keep more directly.

6 *Alee*, the admiral's helm is; when the  
whole fleet are instantly to put their helms  
down.

7 *Alter* the course in succession, one point  
to starboard, beginning at the van.

8 *Alter* the course in succession, two points  
to starboard, beginning at the van.

B

9 *Alter*



- 9 *Alter* the course in succession, three points to starboard, beginning at the van.
- 10 *Alter* the course in succession, four points to starboard, beginning at the van.
- 11 *Alter* the course in succession, five points to starboard, beginning at the van.
- 12 *Alter* the course in succession, six points to starboard, beginning at the van.
- 13 *Alter* the course in succession, seven points to starboard, beginning at the van.
- 14 *Alter* the course in succession, eight points to starboard, beginning at the van.
- 15 *Alter* the course in succession, nine points to starboard, beginning at the van.
- 16 *Alter* the course in succession, ten points to starboard, beginning at the van.
- 17 *Alter* the course in succession, one point to port, beginning at the van.
- 18 *Alter* the course in succession, two points to port, beginning at the van.
- 19 *Alter* the course in succession, three points to port, beginning at the van.
- 20 *Alter* the course in succession, four points to port, beginning at the van.
- 21 *Alter* the course in succession, five points to port, beginning at the van.
- 22 *Alter* the course in succession, six points to port, beginning at the van.

23 *Alter*

- 23 *Alter the course in succession, seven points to port, beginning at the van.*
- 24 *Alter the course in succession, eight points to port, beginning at the van.*
- 25 *Alter the course in succession, nine points to port, beginning at the van.*
- 26 *Alter the course in succession, ten points to port, beginning at the van.*
- 27 *Alter the course in succession, one point to starboard, beginning at the rear.*
- 28 *Alter the course in succession, two points to starboard, beginning at the rear.*
- 29 *Alter the course in succession, three points to starboard, beginning at the rear.*
- 30 *Alter the course in succession, four points to starboard, beginning at the rear.*
- 31 *Alter the course in succession, five points to starboard, beginning at the rear.*
- 32 *Alter the course in succession, six points to starboard, beginning at the rear.*
- 33 *Alter the course in succession, seven points to starboard, beginning at the rear.*
- 34 *Alter the course in succession, eight points to starboard, beginning at the rear.*
- 35 *Alter the course in succession, nine points to starboard, beginning at the rear.*
- 36 *Alter the course in succession, ten points to starboard, beginning at the rear.*

- 37 *Alter* the course in succession, one point to port, beginning at the rear.
- 38 *Alter* the course in succession, two points to port, beginning at the rear.
- 39 *Alter* the course in succession, three points to port, beginning at the rear.
- 40 *Alter* the course in succession, four points to port, beginning at the rear.
- 41 *Alter* the course in succession, five points to port, beginning at the rear.
- 42 *Alter* the course in succession, six points to port, beginning at the rear.
- 43 *Alter* the course in succession, seven points to port, beginning at the rear.
- 44 *Alter* the course in succession, eight points to port, beginning at the rear.
- 45 *Alter* the course in succession, nine points to port, beginning at the rear.
- 46 *Alter* the course in succession, ten points to port, beginning at the rear.
- 47 *Alter* the course, all the fleet together, and at the same time, one point to star-board.
- 48 *Alter* the course, all the fleet together, and at the same time, two points to star-board.
- 49 *Alter* the course, all the fleet together, and at the same time, three points to star-board.

- 50 *Alter* the course, all the fleet together, and at the same time, four points to star-board.
- 51 *Alter* the course, all the fleet together, and at the same time, five points to star-board.
- 52 *Alter* the course, all the fleet together, and at the same time, six points to star-board.
- 53 *Alter* the course, all the fleet together, and the same time, seven points to star-board.
- 54 *Alter* the course, all the fleet together, and at the same time, eight points to star-board.
- 55 *Alter* the course, all the fleet together, and at the same time, nine points to star-board.
- 56 *Alter* the course, all the fleet together, and at the same time, ten points to star-board.
- 57 *Alter* the course, all the fleet together, and at the same time, one point to port.
- 58 *Alter* the course, all the fleet together, and at the same time, two points to port.
- 59 *Alter* the course, all the fleet together, and at the same time, three points to port.
- 60 *Alter* the course, all the fleet together, and at the same time, four points to port.

61 *Alter*



- 61 *Alter* the course, all the fleet together, and at the same time, five points to port.
- 62 *Alter* the course, all the fleet together, and at the same time, six points to port.
- 63 *Alter* the course, all the fleet together, and at the same time, seven points to port.
- 64 *Alter* the course, all the fleet together, and at the same time, eight points to port.
- 65 *Alter* the course, all the fleet together, and at the same time, nine points to port.
- 66 *Alter* the course, all the fleet together, and at the same time, ten points to port.
- 72 67 *Alter* her course, the look out vessel, upon discovering a force decidedly superior to the United States ships; and steer as wide as possible from the squadron, or convoy, in order to deceive the enemy.
- 68 *Altered* their course that the strange or enemy's fleet have, all together, one point to starboard.
- 69 *Altered* their course that the strange or enemy's fleet have, all together, two points to starboard.
- 70 *Altered* their course that the strange or enemy's fleet have, all together, three points to starboard.
- 71 *Altered* their course that the strange or enemy's fleet have, all together, four points to starboard.

72 *Altered*



- 72 *Altered* their course that the strange or enemy's fleet have, all together, five points to starboard.
- 73 *Altered* their course that the strange or enemy's fleet have, all together, six points to starboard.
- 74 *Altered* their course that the strange or enemy's fleet have, all together, seven points to starboard.
- 75 *Altered* their course that the strange or enemy's fleet have, all together, eight points to starboard.
- 76 *Altered* their course that the strange or enemy's fleet have, all together, nine points to starboard.
- 77 *Altered* their course that the strange or enemy's fleet have, all together, ten points to starboard.
- 78 *Altered* their course that the strange or enemy's fleet have, all together, one point to port.
- 79 *Altered* their course that the strange or enemy's fleet have, all together, two points to port.
- 80 *Altered* their course that the strange or enemy's fleet have, all together, three points to port.
- 81 *Altered* their course that the strange or enemy's fleet have, all together, four points to port.

81 *Altered*

- 82 *Altered* their course that the strange or enemy's fleet have, all together, five points to port.
- 83 *Altered* their course that the strange or enemy's fleet have, all together, six points to port.
- 84 *Altered* their course that the strange or enemy's fleet have, all together, seven points to port.
- 85 *Altered* their course that the strange or enemy's fleet have, all together, eight points to port.
- 86 *Altered* thier course that the strange or enemy's fleet have, all together, nine points to port.
- 87 *Altered* their course that the strange or enemy's fleet have, all together, ten points to port.
- 88 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, one point to starboard.
- 89 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, two points to starboard.
- 90 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, three points to starboard.
- 91 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, four points to starboard.
- 92 *Altered*

- 92 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, five points to starboard.
- 93 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, six points to starboard.
- 94 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, seven points to starboard.
- 95 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, eight points to starboard.
- 96 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, nine points to starboard.
- 97 *Altered* their course that the strange or enemy's fleet have in succession, beginning at the van, ten points to starboard.
- 98 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, one point to starboard.
- 99 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, two points to starboard.
- 100 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, three points to starboard.
- 101 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, four points to starboard.

- 102 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, five points to starboard.
- 103 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, six points to starboard.
- 104 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, seven points to starboard.
- 105 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, eight points to starboard.
- 106 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, nine points to starboard.
- 107 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, ten points to starboard.
- 108 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, one point to port.
- 109 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, two points to port.
- 110 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, three points to port.
- 111 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, four points to port.

112 *Altered*



- 112 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, five points to port.
- 113 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, six points to port.
- 114 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, seven points to port.
- 115 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, eight points to port.
- 116 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, nine points to port.
- 117 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the van, ten points to port.
- 118 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, one point to port.
- 119 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, two points to port.
- 120 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, three points to port.
- 121 *Altered* their course that the strange or enemy's fleet have, in succession, beginning at the rear, four points to port.



- 122 *Altered their course that the strange or enemy's fleet have, in succession, beginning at the rear, five points to port.*
- 123 *Altered their course that the strange or enemy's fleet have, in succession, beginning at the rear, six points to port.*
- 124 *Altered their course that the strange or enemy's fleet have, in succession, beginning at the rear, seven points to port.*
- 125 *Altered their course that the strange or enemy's fleet have, in succession, beginning at the rear, eight points to port.*
- 126 *Altered their course that the strange or enemy's fleet have, in succession, beginning at the rear, nine points to port.*
- 127 *Altered their course that the strange or enemy's fleet have, in succession, beginning at the rear, ten points to port.*
- 128 *Altered her course that the chace has to starboard.*
- 129 *Altered her course that the chace has to port.*
- 130 *Anchor the fleet in one line, on the starboard line of bearing, at a cable's length distance.*
- 131 *Anchor the fleet in one line on the larboard line of bearing, at a cable's length distance from each other.*
- 132 *Anchor the squadron in one line, on the starboard line of bearing, at two cables length distance.*
- 133 *Anchor*

- 133 *Anchor* the squadron in one line, on the larboard line of bearing, at two cables length distance.
- 134 *Anchor* the squadron in one line, on the starboard line of bearing, at three cables length distance.
- 135 *Anchor* the squadron in one line, on the larboard line of bearing, at three cables length distance.
- 136 *Anchor* the fleet in two columns, on the starboard line of bearing; the van and rear ships of the files corresponding in the direction of the wind, at a cable's length distance.
- 137 *Anchor* the fleet in two columns, on the larboard line of bearing; the rest of the disposition being the same as the preceding signal.
- 138 *Anchor* the fleet in two columns, on the starboard line of bearing; the van and rear ships of the files corresponding in the direction of the wind, at two cables length distance.
- 139 *Anchor* the fleet in two columns, on the larboard line of bearing; the rest of the disposition the same as the Signal preceding this.
- 140 *Anchor* the fleet in two columns, on the starboard line of bearing; the van and rear ships of the files corresponding exactly

actly in the direction of the wind, at three cables length distance.

- 141 *Anchor* the fleet in two columns, on the larboard line of bearing; the rest of the disposition being the same as the Signal immediately preceding.
- 142 *Anchor* the fleet in three columns, on the starboard line of bearing; the van and rear ships of the columns corresponding exactly in the direction of the wind, at a cable's length distance from each other.
- 143 *Anchor* the fleet on the larboard line of bearing; the rest of the disposition being the same as in the last mentioned Signal.
- 144 *Anchor* the fleet in three columns, on the starboard line of bearing; the van and rear ships of the files corresponding in the direction of the wind, at two cables length distance from each other.
- 145 *Anchor* the fleet on the larboard line of bearing; the rest of the disposition being the same as in the Signal immediately preceding.
- 146 *Anchor* the fleet in three columns, on the starboard line of bearing; the van and rear ships of the files corresponding in the direction of the wind, at three cables length distance.
- 147 *Anchor* the fleet in three columns, on the larboard line of bearing; the rest of the



the disposition being the same as in the Signal preceding.

148 *Anchor* the fleet as they come in; having regard to their mutual convenience and safety.

149 *Anchor* with springs, in order to attack the enemy's ship or ships at anchor, or batteries on shore.

150 *Anchor* the men of war in a line, without the convoy.

151 *Anchor* with the best bower, backed with the stream anchor.

152 *Anchor* with the stream or coasting anchor.

153 *Annulling* Signal; when this is displayed, all preceding signals are void.

154 *Assent*: a Signal of shewing that the admiral, or any other ship, agrees and acquiesces, or can put in practice the Signal made before.

155 *Assist* the ships in chace, the repeaters between the admiral and the enemy.

156 *Astern*, to keep off the convoy, and close them.

157 *Attack*. The admiral means to attack the van of the enemy.

158 *Attack*. The admiral means to attack the enemy's center.

159 *Attack*. The admiral means to attack the enemy's rear.

160 *Attack*

- 160 *Attack.* The admiral means preferably to attack the French ships in the combined fleet.
- 161 *Attack.* The admiral means preferably to attack the Spanish ships.
- 162 *Attack.* The admiral means preferably to attack the Dutch ships.
- 163 *Attack.* The admiral means preferably to attack the British ships.
- 164 *Attack the batteries.*
- 165 *Attack.* For any particular division, or ship, whose distinguishing flags or flag are shewn, to attack a detachment of the enemy separated from the body of the fleet.
- 166 *Attention.* The admiral requires that the fleet should attend, with the greatest exactitude, to his signals and movements; and that, in all evolutions, the ships are ever carefully to attend the manœuvre of the next vessel ahead, throughout the line, to prevent accidents that may happen from want of attention to this particular.
- 167 *Aweather.* The admiral's helm is hard up: all the fleet instantly to do the same.
- 168 *Assist the ship on fire.*
- 169 *Aground, I have been; answer interrogatory Signal.*

169  
106  
—  
450



171

172

173

174

175

176

177

178

D

- 179 *BATTLE*, a Signal for.
- 180 *Bearing* line, N. and S.
- 181 *Bearing* line, N. by E. and S. by W.
- 182 *Bearing* line, N. N. E. and S. S. W.
- 183 *Bearing* line, N. E. by N. and S. W. by S.
- 184 *Bearing* line, N. E. and S. W.
- 185 *Bearing* line, N. E. by E. and S. W. by W.
- 186 *Bearing* line, E. N. E. and W. S. W.
- 187 *Bearing* line, E. by N. and W. by S.
- 188 *Bearing* line, E. and W.
- 189 *Bearing* line, E. by S. and W. by N.
- 190 *Bearing* line, E. S. E. and W. N. W.
- 191 *Bearing* line, S. E. by E. and N. W. by W.
- 192 *Bearing* line, S. E. and N. W.
- 193 *Bearing* line, S. E. by S. and N. W. by N.
- 194 *Bearing* line, S. S. E. and N. N. W.
- 195 *Bearing* line, S. by E. and N. by W.
- 196 *Bearing* line; the same to be preserved  
on the other tack, when the fleet go  
about all together.
- 197 *Bear up*, the whole fleet, and steer the  
same course as the admiral.
- 198 *Bear up* after lying to.
- 199 *Bear up* for the nearest port.
- 200 *Bear down* into the admiral's wake.
- 201 *Board* the enemy.

- 202 *Blue ensigns* to be worn by all the ships in action.
- 203 *Boats*; so many are on shore. The number will be shewn by the numnerary; answer interrogatory Signal.
- 204 *Boats*; every ship to have one ready manned and armed with grapnells, hand and fire, least they should be wanted during the action.
- 205 *Brace* their head-fails to the mast, the van division.
- 206 *Brace* their head-fails to the mast, the center division.
- 207 *Brace* their head-fails to the mast, the rear division.
- 208 *Bring to*, still preserving the order.
- 209 *Bring to*, in a line of battle on the star-board line of bearing, at a cable's length distance.
- 210 *Bring to*, in a line of battle, at a cable's length distance, on the larboard line of bearing.
- 211 *Bring to*, in a line of battle, at a cable and a half distance, on the starboard line of bearing.
- 212 *Bring to*, in a line of battle, at a cable and a half distance on the larboard line of bearing.
- 213 *Bring to*, in a line of battle, at two cables

cables length distance on the starboard line of bearing.

214 *Bring to*, in a line of battle, at two cables length distance, on the larboard line of bearing.

137 215 *Bring to* on the starboard tack.

138 216 *Bring to* on the larboard tack.

139 217 *Bring to*, the van and center, till the rear close.

140 218 *Bring to*, the van, till the center close.

219 *Bring to*, the rear ship or ships of the column or columns, as the fleet may happen to be disposed, on the starboard tack; the rest of the fleet bearing up, all together, the requisite number of points, as will appear from the shift of wind, till they arrive successively right ahead, or on the line of bearing, of the ship or ships lying to, to re-form the order.

220 *Bring to*, the rear ship or ships of the column or columns, as the fleet may happen to be disposed on the larboard tack; the rest of the disposition being the same as in the preceding signal.

221 *Bring to*, the whole fleet, on the starboard tack, except the van ship or ships of the column or columns, as the fleet may be disposed; which the van ship or ships

ships are to bear up the requisite number of points ; and when they are arrived right ahead, or on the line of bearing, of their seconds in the column or columns, the seconds are also to bear up ; and so on successively throughout the whole line or lines ; by which means the whole fleet will arrive, at the same instant, on the line of bearing of the rear ship or ships, when the order will be re-formed.

222 *Bring to*, the whole fleet on the larboard tack, except the van ship or ships of the column or columns, as the fleet may be disposed ; the rest of the disposition being the same as in the preceding signal.

41 223 *Broken*, that the line is not to be, on any pretence whatever.

42 224 *Brought down*, that the chace is to be to the admiral.

225

46  
221  
—  
—

226



22

ESSAY ON SIGNALS.

227

228

229

230

231

232

233

- 233 *CALL* in all cruizers.
- 234 *Cannonade* distant, that there is in the North.
- 235 *Cannonade* distant, that there is in the South.
- 236 *Cannonade* distant, that there is in the East.
- 237 *Cannonade* distant, that there is in the West.
- 238 *Cast* the whole fleet, to starboard.
- 239 *Cast*, the whole fleet to port.
- 240 *Cast*, the van ship, to starboard, when riding head to wind in a line; the rest of the fleet to cast to port, and stand on by the wind till they fetch the wake of the van ship that is lying to; when they are to tack and bring to, to form the order of battle.
- 241 *Cast*, the van ship, to port; the rest of the fleet casting to starboard, to manœuvre in the same manner as in the Signal immediately preceding this.
- 242 *Cast*, the whole fleet to starboard; the van ship is then to heave about under an easy sail, and stand on upon the other board; while the rest of the fleet, in carrying all sail, are to run on the opposite tack till they fetch her wake; when they are to lay successively, to form

form the order of battle at the distance prescribed.

- 243 *Cast*, the whole fleet to port; the rest of the movements being the same as in the signal immediately preceding.
- 244 *Cast*, the rear ship to starboard (the squadron riding in a line head to wind) and making all sail, haul close upon a bow-line; which as soon as she has effected, the next ship is to go through the same movement; and so in succession to the van, to form the order of battle on the larboard line of bearing.
- 245 *Cast*, the rear ship to port. The rest of the evolution is the same as in the signal immediately preceding this; only changing the larboard line of bearing for the starboard.
- 246 *Cast*, the van ship or ships of the column or columns, as the fleet may be disposed, to starboard; should they be unable to effect which, they are to wear round, and bring to on the larboard tack. The rest of the fleet are to carry all sail on the starboard tack, to go about successively as they arrive in the wake of the van ship or ships lying to on the other tacks, that the order may be re-formed on the opposite board.
- 247 *Cast*, the van ship or ships of the column or columns, as the fleet may be disposed,  
to

to port; the rest of the disposition being the same as in the preceding signal.

- 248 *Chace*, the whole fleet North; or if any particular division, squadron, ship or ships, their distinguishing flags or pendants will be shewn: and what is said in this signal is to be understood in all the subsequent chasing signals.
- 249 *Chace* to the N. by W.
- 250 *Chace* to the N. N. W.
- 251 *Chace* to the N. W. by N.
- 252 *Chace* to the N. W.
- 253 *Chace* to the N. W. by W.
- 254 *Chace* to the W. N. W.
- 255 *Chace* to the W. by N.
- 256 *Chace* to the W.
- 257 *Chace* to the W. by S.
- 258 *Chace* to the W. S. W.
- 259 *Chace* to the S. W. by W.
- 260 *Chace* to the S. W.
- 261 *Chace* to the S. W. by S.
- 262 *Chace* to the S. S. W.
- 263 *Chace* to the S. by W.
- 264 *Chace* the S.
- 265 *Chace* to the S. by E.
- 266 *Chace* to the S. S. E.
- 267 *Chace* to the S. E. by S.

- 268 *Chace* to the S. E.  
 269 *Chace* to the S. E. by E.  
 270 *Chace* to the E. S. E.  
 271 *Chace* to the S. by E.  
 272 *Chace* to the E.  
 273 *Chace* to the E. by N.  
 274 *Chace* to the E. N. E.  
 275 *Chace* to the N. E. by E.  
 276 *Chace* to the N. E.  
 277 *Chace* to the N. E. by N.  
 278 *Chace* to the N. N. E.  
 279 *Chace* to the N. by E.  
 280 *Chace*, to send out ships, the commander  
 in the second post.  
 281 *Chace*, to send out ships, the commander  
 in the third post.  
 282 *Chace*, the boats of the fleet, or any par-  
 tic. the boat or vessel in sight, without go-  
 ing on board the admiral. The chasing  
 signal for that point of the compass will  
 be the same, if necessary.  
 283 *Chace* that I have been by the enemy's  
 fleet.  
 284 *Chace* that I have been by the enemy's  
 line of battle ships.  
 285 *Chace* that I have been by the enemy's  
 fleet.  
 286 *Change*



- 286 *Change*. That the admiral means to change the signals.
- 287 *Change*. That the admiral means to change a particular ship that repeats signals: her pendant will be shewn; and the vessel intended by the admiral to relieve her at this service, will also have her signal made.
- 288 *Change* from the common order of sailing, in one line, to that of battle, on the same tack.
- 289 *Change* from the common order of sailing, in one line, to that of battle, on the other tack.
- 290 *Change* from the common order of sailing, in two lines, to that of battle, on the same tack.
- 291 *Change* from the common order of sailing, in two lines, to that of battle, on the other tack.
- 292 *Change* from the common order of sailing, in three columns, to a line of battle, on the same tack.
- 293 *Change* from the common order of sailing, in three columns, to a line of battle, on the other tack.
- 294 *Change* from the common order of sailing to that of retreat.
- 295 *Change* from the order of retreat to that of battle.

- 296 *Change* from the order of battle to the common order of failing, in one line, on the same board.
- 297 *Change* from the order of battle to the common order of failing, in one line, on the other tack.
- 298 *Change* from the line of battle to the common order of failing in two lines on the same board.
- 299 *Change* from the line of battle to the common order of failing in two lines on the other tack.
- 300 *Change* from the order of battle to the common order of failing, in three columns, on the same tack.
- 301 *Change* from the order of battle to the common order of failing, in three columns, on the other tack.
- 302 *Change* from the order of failing, on line of bearing in three columns, to that of battle, on the other tack.
- 303 *Change* from the order of failing, on line of bearing in three columns, to that of battle, on the same tack.
- 304 *Change* from the order of battle to that of retreat.
- 305 *Change* from the order of retreat to the common order of failing, in one line.
- 306 *Change* from the order of retreat to the common order of failing, in two lines.
- 307 *Change*

- 307 *Change* from the order of retreat to the common order of sailing, in three columns.
- 308 *Change* stations in the line. The ships pendants will be displayed.
- 309 *Change* position the fleet are not to, although the Admiral does.
- 310 *Choaked* that the pumps are. Answer interrogatory Signal.
- 311 *Continued* that the same sail is to be, during the night, if the weather will permit.
- 312 *Close*, the van, to the rear and center division.
- 313 *Close* the order of battle, as much as the state of the weather will admit.
- 314 *Close* in the present order, as much as consistent with safety, to prevent separation in the night.
- 315 *Close* immediately, the next ship, should any have left the line from being disabled.
- 316 *Close* to the wind keep, a particular ship or division.
- 317 *Close*, any particular ship or squadron, their seconds in the line.
- 318 *Close* more the line, the ship next ahead.
- 319 *Close* more the line, your second astern.

320 *Close*

272

320 *Close*, the ships ahead and astern of the ship indicated by signal, (they wanting opponents in the line) that the whole three may vigorously attack the center ship's opponent.

273

321 *Close*, a straggling ship or ships of the convoy.

275

322 *Closer* action.

276

323 *Close* more my second ahead.

277

324 *Close* more my second astern.

325 *Captains* of frigates, with their men and arms, to repair on board a ship whose pendant will be shewn.

326 *Center* division to fill.

327 *Cockpit* fore, answer interrogatory signal.

278

328 *Cockpit* after, answer interrogatory signal.

279

329 *Come* under the admiral's stern.

330 *Come up*, that you can, with the chace, if permitted to part company.

331 *Come up*, that you do, with the ship or ships you are in pursuit of

332 *Come up*, that I can, to the chace, without parting company.

333 *Communication* with the shore forbid.

334 *Communication* with the shore granted.

335 *Communication* with strange ships prohibited.

336 *Communication*



- 336 *Communication* with strange ships tolerated.
- 337 *Communication* with prizes prohibited.
- 338 *Communication* with prizes tolerated.
- 339 *Continued*, that the chace is to be.
- 340 *Continue*, that the convoy are, their course, and make fail.
- 341 *Cover* the boats.
- 342 *Cover* a particular ship.
- 343 *Cover* the ships pressed hard in action, ships nearest them.
- 344 *Count* the ships of the fleet. The divisional flags are to make known the ships that are missing of their divisions, by throwing out their pendants.
- 345 *Court-martial*, a signal for.
- 346 *Covered*, that all the lights in the fleet are to be perfectly, during the night.
- 347 *Cut*, the whole squadron together, when in a line riding head to wind, the van ship casting to starboard (being the opposite way to the rest of the file) and bringing to; while the others stand on by the wind, on the opposite tack, till they fetch her wake; when they are to heave about and post themselves successively in her line of bearing, or wake, to form the order of battle.
- 348 *Cut*, the whole squadron together, when in a line riding head to wind, the van ship



ship casting to port; the rest of the disposition being the same as in the preceding signal.

349 *Cut*, the whole line, (they being disposed as in the last signal) together, casting all the same way to the starboard; the van ship is then to heave about under an easy sail; the rest continuing on the other tack till they fetch her wake, when they are to stay, in succession, to form the line of battle.

350 *Cut*, all the fleet, (they being disposed as in the last signal) together, casting all the same way to port; the rest of the disposition being the same as in the preceding signal.

351 *Cut*, the whole fleet together, and make sail.

352

353

354

355

356

357

358

359

360

3  
13  
16  
13  
12  
20  
5  
20  

---

128

- 321 — 361 *DANGER.* To signify to a ship that she is running into danger, or going to take a foul birth.
322. 362 *Demands,* an account of them to be sent to the admiral.
- 363 *Demand* the assistance of boats, any ship in distress.
- 323 364 *Demand* small anchors and hauzers, any ship being aground.
- 325 365 *Demand* men to assist at the pumps.
- 366 *Disabled* is the main mast.
- 367 *Disabled* is the main top-mast.
- 368 *Disabled* is the main yard.
- 369 *Disabled* is the main-top-sail yard.
- 370 *Disabled* is the main top, so as for a time to prevent the rigging being set up.
- 371 *Disabled* is the main stay.
- 372 *Disabled* are so many main shrouds.
- 373 *Disabled* is the main top-mast stay,
- 374 *Disabled* are so many main-top-mast shrouds.
- 375 *Disabled* is the fore-mast,
- 376 *Disabled* is the fore-top-mast.
- 377 *Disabled* is the fore-yard.
- 378 *Disabled* is the fore-top, so as for a time to prevent the rigging being set up.
- 379 *Disabled*

- 379 *Disabled* is the fore top-fail yard.
- 380 *Disabled* is the fore stay.
- 381 *Disabled* are so many fore shrouds.
- 382 *Disabled* is the bowsprit.
- 383 *Disabled* is the jib boom.
- 384 *Disabled* are the bowsprit shrouds.
- 385 *Disabled* are the bobstays.
- 386 *Disabled* is the mizen mast.
- 387 *Disabled* is the mizen-top mast.
- 388 *Disabled* is the mizen top.
- 389 *Disabled* is the mizen yard.
- 390 *Disabled* is the cross-jack yard.
- 391 *Disabled* is the mizen top-fail yard.
- 392 *Disabled* is the sweep.
- 393 *Disabled* is the tiller.
- 394 *Disabled* is the rudder, by a shot between it and the sternpost.
- 395 *Disabled* is the wheel.
- 396 *Disabled* are the bumkins.
- 397 *Disabled*, having a dangerous shot between wind and water.
- 398 *Disabled* are so many guns.
- 399 *Discontinue* the engagement.
- 400 *Discontinue* firing on the batteries.
- 401 *Discontinue* the chase.

- 402 *Discontinue* the chace, the boats of the fleet, and return to their respective ships.
- 403 *Discontinue* the now performing evolutions.
- 404 *Discontinue* leading the convoy, and return to your station.
- 405 *Discontinued* that the preparations may be.
- 406 *Discovering* land.
- 407 *Discovering* superior force.
- 408 *Discovering* inferior force.
- 409 *Discovering* equal force.
- 410 *Discovering* line of battle ships among the enemy's convoy.
- 411 *Discovering* frigates among the enemy's convoy.
- 412 *Discovering* a convoy.
- 413 *Discovering* a ship on fire.
- 414 *Discovering* a fleet.
- 415 *Discovering* a fleet of war.
- 416 *Discovering* danger to the N.
- 417 *Discovering* danger to the N. N. E.
- 418 *Discovering* danger to the N. E.
- 419 *Discovering* danger to the E. N. E.
- 420 *Discovering* danger E.
- 421 *Discovering* danger E. S. E.
- 422 *Discovering*



- 422 *Discovering* danger S. E.
- 423 *Discovering* danger S. S. E.
- 424 *Discovering* danger S.
- 425 *Discovering* danger S. S. W.
- 426 *Discovering* danger S. W.
- 427 *Discovering* danger W. S. W.
- 428 *Discovering* danger W.
- 429 *Discovering* danger W. N. W.
- 430 *Discovering* danger N. W.
- 431 *Discovering* danger N. N. W.
- 432 *Discovering* strange ships N. N. E.
- 433 *Discovering* strange ships N. N. E.
- 434 *Discovering* strange ships N. E.
- 435 *Discovering* strange ships E.
- 436 *Discovering* strange ships E. S. E.
- 437 *Discovering* strange ships S. S. E.
- 438 *Discovering* strange ships S. E.
- 439 *Discovering* strange ships S.
- 440 *Discovering* strange ships S. S. W.
- 441 *Discovering* strange ships S. W.
- 442 *Discovering* strange ships W. S. W.
- 443 *Discovering* strange ships W.
- 444 *Discovering* strange ships W. N. W.
- 445 *Discovering* strange ships N. W.
- 446 *Discovering* strange ships N. N. W.
- 447 *Discovering*

- 447 *Discovering* strange ships N.  
448 *Disembark* the marines.  
449 *Disembark* the troops.  
450 *Disembark* the prisoners.  
451 *Disperse*, for the ships of war so to do.  
452 *Disperse*, for the convoy so to do.  
453 *Distress*; any ship being so situated, tho' not in want of immediate assistance.  
454 *Distress*, and in want of immediate assistance.  
455 *Destroy* and disable the enemy's convoy, as they must be abandoned.  
456 *Double*. The admiral means that a certain division or number of ships, whose signals will be shewn, are to make sail, and double the van of the enemy.  
457 *Double* the enemy's rear. When signals are thrown out for the division or particular ships that are intended for this service, the van ship of this detachment is to tack first, and all the ships astern of her are to follow successively the same manœuvre. She is also to wear first, if the United States fleet have the weather.  
458 *Draw* out of the line.  
459 *Draw* into the line.  
460 *Draw* the ships of war from the convoy.  
461 *Driving*, that a ship is.

462

463

464

465

466

467

468

469

- 469 *EMBARK* the troops.
- 470 *Embark* the marines.
- 471 *Embark* the prisoners.
- 472 *Embaked*, that all kinds of stores are to be, with every possible dispatch.
- 473 *Enemies*, that the strange ship or ships in sight are suspected to be.
- 474 *Enemies*, that the strange ship or ships in sight are positively.
- 475 *Engage* particular ships, the men of war of the enemy, while the rest follow their convoy.
- 476 *Engage* as they come up, the squadron being in chace.
- 477 *Engage*, every ship, her opponent in the line.
- 478 *Engage* the enemy to leeward.
- 479 *Engage* the enemy to windward.
- 480 *Engage*. The headmost ship to engage the enemy's rear ship; and so on, in succession, till the rear ship of the line becomes the van.
- 481 *Engage*. The van ship of the United States fleet to engage the enemy's van: the center is to be exactly opposed to that part of the enemy's line, the rear being abreast of the enemy's rear; leaving their ships that are disengaged between the

the several divisions, to prevent the enemy's doubling the United States fleet.

482 *Engage* the enemy's van, a particular division, or ships, whose signals will be shewn.

483 *Engage* the enemy's center.

484 *Engage* the enemy's rear.

485 *Engagement*, come to a closer.

486 *Examine* strange ship or ships passing through or near the fleet.

2 6 487 *Execution*. That the purport of the signal that is to be made immediately after this will not be put into execution till one P. M. The same is to be understood of all the subsequent horary signals.

488 *Execution* postponed till two, P. M.

489 *Execution* postponed till three P. M.

490 *Execution* postponed till four P. M.

491 *Execution* postponed till five P. M.

492 *Execution* postponed till six P. M.

493 *Execution* postponed till seven P. M.

494 *Execution* postponed till eight P. M.

495 *Execution* postponed till nine P. M.

496 *Execution* postponed till ten P. M.

497 *Execution* postponed till eleven P. M.

498 *Execution* postponed till twelve P. M.

499 *Execution* postponed till one A. M.



500 *Execution* postponed till two A. M.

501 *Execution* postponed till three A. M.

502 *Execution* postponed till four A. M.

503 *Execution* postponed till five A. M.

504 *Execution* postponed till six A. M.

505 *Execution* postponed till seven A. M.

506 *Execution* postponed till eight A. M.

507 *Execution* postponed till nine A. M.

508 *Execution* postponed till ten A. M.

509 *Execution* postponed till eleven A. M.

510 *Execution* postponed till twelve A. M.

478 511 *Exercise* great guns.

479 512 *Exercise* small arms.

513 *Extinguished*, that the fire is; answer interrogatory Signal.

514

515

516

517

518

519

520

521

522

523

524

525

- 440 525 *FALLEN*, that a shell has, on board.
- 441 526 *Farther off*, the look-out ship to keep.
- 442 527 *Fetch* into port, though the admiral cannot: should any division, ship or ships, be able so to do, the admiral will shew their signals with this, when they are to make the best of their way.
- 443 528 *Fetch* into port, that I can.
- 444 529 *Fire* upon the enemy's rear: the van ship is then to tack, and fall into the rear of the line again; and this manœuvre is to be followed by all the ships successively, till forbid by signal.
- 530 *Fire* upon the enemy, in the same manner as in the Signal immediately preceding this; and the ships are to wear, and fall into the rear, instead of tacking.
- 531 *Fire* to be reserved, till within point-blunt shot.
- 449 532 *Fire*. That the ship is on fire. Answer interrogatory signal.
- 450 533 *Fire* on the batteries.
- 452 534 *Forecastle*. Answer interrogatory signal.
- 453 535 *Force*. The admiral means to force the enemy's line: all the ships to follow as fast as possible.
- 454 536 *Form*. The admiral means to form a detachment of superior sailing ships, whose  
pendants

pendants will be thrown out, to harass the enemy in their movements, that the fleet may sooner close them.

- 537 *Form* the order of battle on the starboard line of bearing, at one cable's length distance.
- 538 *Form* the order of battle on the larboard line of bearing, at one cable's length distance.
- 539 *Form* the order of battle, on the starboard line of bearing, at a cable and a half distance.
- 540 *Form* the order of battle, on the larboard line of bearing, at a cable and a half distance.
- 541 *Form* the order of battle on the starboard line of bearing, at two cables length distance.
- 542 *Form* the order of battle, on the larboard line of bearing, at two cables length distance.
- 543 *Form* the order of sailing, on line of bearing, in one column.
- 544 *Form* the order of sailing, on line of bearing, in two columns.
- 545 *Form* the order of sailing on line of bearing, in three columns.
- 546 *Form* the common order of sailing, in one column.

547 *Form*

- 547 *Form* the common order of sailing in two columns.
- 548 *Form* the common order of sailing in three columns.
- 549 *Form* the order of retreat.
- 550 *Form* the order of sailing, in three columns; the van and rear ships of the files corresponding exactly in the direction of the wind.
- 551 *Form*, the two divisions of the fleet, two separate lines of battle.
- 552 *Form* the line of battle, without regard to seniority, or order prescribed, on the larboard line of bearing, at a cable's length distance: every ship to fall into the line as she comes up.
- 553 *Form* the line of battle without regard to seniority, or order prescribed, on the starboard line of bearing, at a cable's length distance: every ship is to fall into the line as she comes up, the squadron being in chace.
- 554 *Form* the order of battle in the same manner as in the last signal, on the larboard line of bearing, at a cable and a half distance.
- 555 *Form* a line ahead, at one mile distance. The direction in which it is to be formed will be shewn by the signal for that line of bearing.

556 *Form*



- 556 *Form* a line ahead, at two miles distance. The direction in which it is to be formed will be shewn as above.
- 557 *Form* a line ahead, at three miles distance. The direction in which it is to be formed will be shewn as above.
- 558 *Form* a line abreast, at half a mile distance.
- 559 *Form* a line abreast at a mile distance.
- 560 *Form* a line abreast, at two miles distance.
- 561 *Form* a line abreast, at three miles distance.
- 562 *Form* the starboard division of the fleet on the starboard line of bearing; while the larboard division forms on the larboard line of bearing, successively: the admiral to be at the angle.
- 563 *Form.* Form a particular squadron or division, denoted by their proper signals, to take post (and form in the same order as the fleet) in the intervals of one or more squadrons, or divisions, pointed out by their proper distinguishing flags hoisted under the signal.
- 564 *Force* the enemy's line, particular ships, whose flags will be shewn.
- 565 *Force* the enemy's line, the whole fleet, beginning at the van, each ship raking her opponent as they pass.

596 *Force*

- 566 *Force* the enemy's line, the whole fleet, beginning at the centre, raking them as above.
- 567 *Force* the enemy's line, the whole fleet, beginning at the rear, each ship raking her opponent as they pass.
- 568 *Fire-ships* proceed on service without the men of war.
- 569 *Frigates* are the strange ships in fight.
- 570 *Frigates* are the ships that have joined the enemy.

571

572

573

574

575

576

577

578

579

580

581

x

582

500 582 *GAIN* the admiral's wake, ships to leeward.

501 583 *Gain* the wind of the enemy.

502 584 *Guard*, the ship that is to take it for the night.

503 585 *Guard*, the ship that is to have it from sun-set till the setting of the watch.

504 586 *Guard*, the ship that is to have it for the first watch.

505 587 *Guard*, the ship that is to have it for the middle watch.

506 588 *Guard*, the ship that is to have it from four in the morning till sun-rise.

589

590

591

592

ESSAY ON SIGNALS.

51

593

594

595

596

597

598

599

600



- 515 600 *HAIL*, to come within, a particular ship.
- 1 601 *Haul* by the wind upon the starboard tack, ships upon the starboard quarter.
- 2 602 *Haul* by the wind upon the larboard tack, ships upon the starboard quarter.
- 3 603 *Haul* by the wind upon the starboard tack, ships upon the larboard quarter.
- 4 604 *Haul* by the wind upon the larboard tack, ships upon the larboard quarter.
- 516 605 *Haul* by the wind upon the starboard tack, the whole fleet together.
- 517 606 *Haul* by the wind upon the larboard tack, the whole fleet together.
- 518 607 *Haul* by the wind, successively, in the wake of the leaders of the column or columns, as the fleet may happen to be formed on the starboard tack.
- 519 608 *Haul* by the wind, as in the last signal, upon the larboard tack.
- 520 609 *Haul* by the wind, successively, in the wake of the rear ship or ships of the line or lines, as the fleet may be disposed, on the starboard tack.
- 521 610 *Haul* by the wind, as in the signal immediately preceding this, upon the larboard tack.
- 522 611 *Haul* down the colours at present flying.
- 612 *Haul*

- 23 612 *Hauled* their wind that the enemy's fleet have, all together, on the starboard tack.
- 24 613 *Hauled* their wind that the enemy's fleet have, all together, on the larboard tack.
- 25 614 *Hauled* their wind that the enemy's fleet have, successively, on the starboard tack.
- 26 615 *Hauled* their wind that the enemy's fleet have, in succession, on the larboard tack.
- 27 616 *Heave short*, the whole fleet.
- 28 617 *Hoist* in all the launches.
- 29 618 *Hoist* out all the launches.
- 30 619 *Hoist* your distinguishing flag.
- 31 620 *Hoist* the colours you were directed to prepare for.
- 32 621 *Hold fore*. Answer interrogatory signal.
- 33 622 *Hold main*. Answer interrogatory signal.
- 34 623 *Hold after*. Answer interrogatory signal.
- 35 624

625

626

54  
627

ESSAY ON SIGNALS.

628

629

630

631

632

633

634

- 23 634 *INABILITY* to comply with the signal.
- 24 635 *Inability* to keep your station, being over-pressed with sail.
- 25 636 *Inability* to engage, for want of powder.
- 26 637 *Inability* to keep the sea, being short of water.
- 27 638 *Inability* to keep the sea, being in want of bread.
- 28 639 *Inability* to keep the sea, being in want of beef and pork.
- 29 640 *Inability* to keep the sea, having so many sick on board.
- 30 641 *Inferior* are the enemy's ships to the whole fleet.
- 31 642 *Inferior* are the enemy to the squadron or ships in chace of them.
- 32 643 *Intelligence* that I have for the admiral.
- 33 644 *Interrogate*. Until what time is the execution postponed on board your ship?
- 34 645 *Interrogate* a ship touching the cause of her distress.
- 35 646 *Interrogate*. How many officers killed on board?
- 36 647 *Interrogate*. How many seamen and marines killed?
- 37 648 *Interrogate*. How many officers wounded?

649 *Interrogate*

- 649 *Interrogate.* How many seamen and marines wounded?
- 650 *Interrogate.* Any shot holes dangerous between wind and water?
- 651 *Interrogate.* How many quarters of an hour will it take you to be in a condition to renew the action or make sail?
- 652 *Interrogate.* Of what articles are you particularly in want?
- 653 *Interrogate.* How situated for boat-swain's stores?
- 654 *Interrogate.* How situated for gunner's stores?
- 655 *Interrogate.* How situated for carpenter's stores?
- 656 *Interrogate.* How many day's bread have you on board?
- 657 *Interrogate.* How many tons of water have you on board?
- 658 *Interrogate.* How many days beef and pork have you on board?
- 659 *Interrogate.* How many days wood have you on board?
- 660 *Interrogate.* In what latitude or longitude did you leave the strange or enemy's fleet, ship or ships?
- 661 *Interrogate.* What is the cause of your delay?

662 *Interrogate*



- 65 662 *Interrogate.* In what bay, harbour, or road-stead? *A. In the bay of ...*
- 66 663 *Interrogate.* How many men are deemed adequate to the service in agitation?
- 67 664 *Interrogate.* Have you seen any of the enemy's ships?
- 68 665 *Interrogate.* How are the enemy's ships steering?
- 69 666 *Interrogate.* How many feet water do you make in an hour?
- 70 667 *Interrogate.* How many guns do you think the chace mounts?
- 71 668 *Interrogate.* Do you come up with the chace?
- 72 669 *Interrogate.* Shall I continue the chace without taking possession?
- 73 670 *Interrogate.* How many hours, if the chace be continued, will be necessary to close the enemy, to the best of your judgement?
- 74 671 *Interrogate.* How many line of battle ships do or did you make out?
- 75 672 *Interrogate.* How many frigates do or did you see?
- 76 673 *Interrogate.* How many sail in all do or did you count?
- 77 674 *Interrogate.* How many hours ago?
- 78 675 *Interrogate.* How many points?
- 676 *Interrogate*

- 676 *Interrogate.* How does the place you left the enemy bear of you, and what distance?
- 677 *Interrogate.* What damage have you sustained?
- 678 *Interrogate.* Has any ship a pilot or person on board, acquainted with the coast or harbour?
- 679 *Interrogate.* Have you any intelligence for the admiral?
- 680 *Interrogate.* Can you weather the enemy?
- 681 *Interrogate.* How many sick have you on board?
- 682 *Interrogate.* What part of the ship is on fire?
- 683 *Interrogate.* What soundings have you?
- 684 *Interrogate.* In what latitude are you by D. R.
- 685 *Interrogate.* What latitude was you in by double altitude?
- 686 *Interrogate.* What longitude are you in by observation?
- 687 *Interrogate.* In what longitude by D. R.
- 688 *Interrogate.* How does Cape Cod bear of you, and what distance?
- 689 *Interrogate.* How does Montuck-point, Long Island, bear of you, and what distance?

690 *Interrogate*

- 690 *Interrogate.* How does Sandy-Hook bear of you, and what distance?
- 691 *Interrogate.* How does Cape Henlopen bear of you, and what distance?
- 692 *Interrogate.* How does Cape Henry bear of you, and what distance?
- 693 *Interrogate.* How does Cape Hatteras bear of you, and what distance?
- 694 *Interrogate.* How does Cape Look-out bear of you, and what distance?
- 695 *Interrogate.* How does Cape Fear bear of you, and what distance?
- 696 *Interrogate.* How does Charleston Light House bear of you, and what distance?
- 697 *Interrogate.* How does Tybee Light House bear of you, and what distance?
- 698 *Interrogate.* How does St. Augustine bear of you, and what distance?
- 699 *Interrogate.* How does Cape Carnaveral bear of you, and what distance?
- 700 *Interrogate.* How does Cape Florida bear of you, and what distance?
- 701 *Interrogate.* How does Scilly bear of you, and what distance?
- 702 *Interrogate.* How does the Lizard bear, and what distance?
- 703 *Interrogate.* How does Ushant bear, and what distance?

- 615 704 *Interrogate.* How does Cape Ortugal bear, and what distance?
- 616 705 *Interrogate.* How does Cape Finisterre bear, and what distance?
- 617 706 *Interrogate.* Rock of Lisbon, how does it bear, and what distance?
- 618 707 *Interrogate.* How does Cape St. Vincent bear, and what distance?
- 619 708 *Interrogate.* How does Gibraltar bear, and what distance?
- 620 709 *Interrogate.* Of what class do you take the ships in sight to be?
- 621 710 *Interrogate.* Of what class do you think the ships are that have joined the enemy?
- 622 711 *Invert* the order of battle, all together, by tacking.
- 623 712 *Invert* the order of battle, successively, by tacking.
- 624 713 *Invert* the order of battle, all together, by wearing.
- 625 714 *Invert* the order of battle, in succession, by wearing.

715

716

717

718

719

720

721



62

ESSAY ON SIGNALS.

665

722 *JOINED*, that the enemy are, by some  
strange ships.

723

724

725

726

727

728

729

- 671 729 *KILLED*, that the admiral is.
- 672 730 *Killed*, that the captain is.
- 673 731 *Killed*, that so many lieutenants are.
- 732 *Killed*, that the master is.
- 733 *Killed*, are midshipmen, so many.
- 734 *Killed*, that the marine officers are, so many.
- 735 *Killed*, that the boatswain is.
- 736 *Killed*, that the gunner is.
- 737 *Killed*, that the carpenter is.
- 738 *Killed*, that the surgeon is.
- 739 *Killed*, that the purser is.
- 740 *Killed*, are seamen and marines, so many.
- 683 741 *Known*. The van ship to make known to the admiral when she can weather the enemy.
- 684 742 *Known*. The rear ship to make known to the admiral when she can weather the enemy.
- 743
- 744
- 745

64

ESSAY ON SIGNALS.

746

747

748

749

750

751

752

753

- 90 753 *LAND to make:* go ahead for that purpose.
- 91 754 *Lead down,* being ahead and to windward of the enemy, when every ship is to attack her opponent.
- 755 *Lead on this tack* each admiral or commander, his division; the ships of each division will back their main or mizen top-sails, as occasion may require, if not otherwise directed.
- 96 756 *Lead the fleet,* a particular ship.
- 97 757 *Lead the convoy,* a particular ship.
- 98 758 *Leave* any disabled ship or prize.
- 99 759 *Lend bread,* the ship whose distinguishing flag is shewn herewith: the number of hundreds will be pointed out by the numerary accompanied with the borrower's distinguishing flag and cornet.
- 100 760 *Lend water,* so many butts to a particular ship. The mode of making this signal, as well as all others of this kind, is to be the same as in the last.
- 101 761 *Lend flour and raisins,* or such, to a particular ship.
- 102 762 *Lend spirits* to a particular ship.
- 103 763 *Lend oil* to a particular ship.
- 103 764 *Lend butter* to a particular ship.
- 105 765 *Lend powder,* so many barrels, to a particular ship.

705

766 *Lend* so many seamen to a particular ship.

707

767 *Lend* so many marines to a particular ship.

708

768 *Lend* your long-boat, or launch, to a particular ship.

709

769 *Lend* so many of your small boats to a particular ship.

710

770 *Lend* a spare main top-mast to a particular ship.

711

771 *Lend* a spare fore top-mast to a particular ship.

712

772 *Lend* a spare main top-sail yard to a particular ship.

713

773 *Lend* a spare fore top-sail yard to a particular ship.

714

774 *Lend* a spare jib-boom to a particular ship.775 *Lend* a spare main sail to a particular ship.776 *Lend* a spare fore sail to a particular ship.777 *Lend* a spare main top-sail to a particular ship.778 *Lend* a spare fore top-sail to a particular ship.779 *Lend* your stream cable to a particular ship.780 *Lend* your kedge anchor to a particular ship.781 *Lend*



- 721 781 *Lend* your kedge, with a good hauser, to a particular ship.
- 722 782 *Lend* your pilot to a particular ship.
- 783 *Lights*, to carry, during the night, any particular ship.
- 784 *Lights*, to carry during the night, the whole fleet.
- 785 *Line of battle* ships are those that have joined the enemy.
- 786 *Line of battle* ships are those in fight. Answer interrogatory signal.
- 724 787 *Look out*, in a particular direction, which will be shewn by the chacing signal for that point of the compass, at such a distance as plainly to discern the signals.
- 725 788 *Look out* ahead, during the night, so as to have intercourse by signal.
- 726 789 *Look into* the harbour, a particular ship, and reconnoitre.

790

791

792

68

ESSAY ON SIGNALS.

793

794

795

796

797

798

799

800

740 800 *MERCHANT* ships are those in fight.

741 801 *Moor* the fleet.

742 802 *Man* the prize or prizes, the ship or ships  
whose distinguishing flag or flags are  
shewn.

803

804

805

806

807

808

809

70  
809

ESSAY ON SIGNALS.

810

811

812

813

814

815

816

753 816 *NEARER*, for the look-out ship to come.

754 817 *Negative*. Cannot comply with the signal; not having to spare on board of the articles in question.

755 818 *Negative*, or, No.

819

820

821

822

823

824

825



72  
825

ESSAY ON SIGNALS.

826

827

828

829

830

831

832

- 760 832 *OPEN* more; I meaning to pass between you and your opponent.
- 761 833 *Open* more the present order, to give room for manœuvring.
- 762 834 *Open* more, the ship next ahead, in line of battle, or otherwise.
- 163 835 *Open* the ship next astern.
- 769 836 *Overboard*, that a man is fallen.
- 770 837 *Over-pressed* with sail, that any ship is.
- 838

839

840

841

842

74

ESSAY ON SIGNALS.

843

844

845

846

847

848

849

850

- 778 850 *PART* company, that you may.
- 779 851 *Part* company you must not.
- 778 852 *Part* company, my present situation obliging me thereto, though not in want of a ship to attend; the cause of which is to be made known by signal to the admiral.
- 781 853 *Part* company, my present situation obliging me to, and request a ship to attend me into port. The cause is to be made known to the admiral by signal.
- 781 854 *Pass*, the whole fleet, successively, under the admiral's stern, within hail; but if addressed to any particular division, ship or ships, their signals will be shewn.
- 781 855 *Pass*, I wish, to windward.
- 784 856 *Pass*, I wish, to leeward.
- 791 857 *Permission* to set the rigging up.
- 792 858 *Permission* to chase.
- 793 859 *Permission* wished, to exercise the people.
- 794 860 *Permission* wished, to part company.
- 795 861 *Permission* wished, to send sick on board the hospital ship.
- 796 862 *Pipe* to breakfast.
- 797 863 *Pipe* to dinner.
- 798 864 *Possession* to be taken of the vessel first has struck, by the ship or ships astern, whose signals will be thrown out.
- 865 *Puff*.

- 865 *Possession*, without taking, the head-moſt ſhips are to continue the purſuit.
- 866 *Prepare* for-battle.
- 867 *Prepare* to hoist French enſign, jack, and pendant.
- 868 *Prepare* to hoist Spaniſh colours as above.
- 869 *Prepare* to hoist Dutch colours as above.
- 870 *Prepare* to hoist Portugueſe colours as above.
- 871 *Prepare* to hoist Engliſh colours as above.
- 872 *Prepare* to hoist American colours as before.
- 873 *Prepare* to make all ſail poſſible by the wind.
- 874 *Prepare* to make all ſail large, or before the wind.
- 875 *Prepare* to chace, the whole fleet.
- 876 *Prepare* to board.
- 877 *Prepare* to anchor.
- 878 *Prepare* to ſail.
- 879 *Prepare* to weigh.
- 880 *Prepare* to anchor, with ſprings on the cables.
- 881 *Prepare* to ſlip, leaving your buoys on the cables.

882 *Prepare*



- 882 *Prepare to slip, without leaving the buoys.*
- 883 *Prepare to cut.*
- 884 *Prepare to disembark the troops.*
- 885 *Prepare to disembark the marines.*
- 886 *Prepare to disembark the prisoners.*
- 887 *Prepare to haul by the wind.*
- 888 *Prepare to tack all together.*
- 889 *Prepare to tack, in succession.*
- 890 *Prepare to tack, the weather division.*
- 891 *Prepare to tack, the center division.*
- 892 *Prepare to tack, the lee division.*
- 893 *Prepare to alter the course.*
- 894 *Prepare to wear, all together.*
- 895 *Prepare to wear, successively.*
- 896 *Prepare to reef the topsails.*
- 897 *Preserve a greater distance between the flag ships.*
- 898 *Prime, the fire-ships so to do; but when in chace of the enemy, they are always so to do, without any signal.*
- 899 *Prize, all is well with the.*
- 900 *Prize, all is not well with the.*
- 901 *Prize-master, change, if you can furnish a better.*
- 902 *Privateers are those in fight.*

903 *Proceed*

78

ESSAY ON SIGNALS.

903 *Proceed* on service, the fire-ships, under cover of the men of war appointed for that purpose.

904 *Purchase*, cannot my anchor.

905

906

907

908

909

910

911

911

912

913

914

951

916

917

918

- 826 918 *QUIT* the line, certain ships, whose signals will be thrown out; the enemy being inferior.
- X 827 919: *Quit* the line, a particular ship, whose distinguishing flag will be shewn.

920.

921

922.

923

924

925

926

ESSAY ON SIGNALS.

81

926

927

928

929

930

931

932

M

933



- 851 933 *RAKE* the van or rear ship of the enemy, the ships disengaged in the van or rear of the line.
- 837 934 *Ready*, that the fire-ships are, to proceed upon service.
- 935 *Rear* division to fill.
- 936 *Recal* ships bearing North of the admiral Their pendants will, with all these signals, be shewn, if thought necessary,
- 937 *Recal* ships bearing N. by E.
- 938 *Recal* ships bearing N. N. E.
- 939 *Recal* ships bearing N. E. by N.
- 940 *Recal* ships bearing N. E.
- 941 *Recal* ships bearing N. E. by E.
- 942 *Recal* ships bearing E. N. E.
- 943 *Recal* ships bearing E. by N.
- 944 *Recal* ships bearing E.
- 945 *Recal* ships bearing E. by S.
- 946 *Recal* ships bearing E. S. E.
- 947 *Recal* ships bearing S. E. by E.
- 948 *Recal* ships bearing S. E.
- 949 *Recal* ships bearing S. E. by S.
- 950 *Recal* ships bearing S. S. E.
- 951 *Recal* ships bearing S. by E.
- 952 *Recal* ships bearing S.
- 953 *Recal* ships bearing S. by W.

954 *Recal*

- 954 *Recal* ships bearing S. S. W.
- 955 *Recal* ships bearing S. W. by S.
- 956 *Recal* ships bearing S. W.
- 957 *Recal* ships bearing S. W. by W.
- 958 *Recal* ships bearing W. S. W.
- 959 *Recal* ships bearing W. by S.
- 960 *Recal* ships bearing W.
- 961 *Recal* ships bearing W. by N.
- 962 *Recal* ships bearing W. N. W.
- 963 *Recal* ships bearing N. W. by W.
- 964 *Recal* ships bearing N. W.
- 965 *Recal* ships bearing N. W. by N.
- 966 *Recal* ships bearing N. N. W.
- 967 *Recal* ships bearing N. by W.
- 834 968 *Recal* the wooding and watering parties from the shore.
- 935 69 *Recal* all cruizers.
- 236 970 *Reconnoitre* the enemy's fleet; and make known, with all possible dispatch, to the admiral their force and number.
- 838 971 *Red ensigns* to be worn by all the fleet in action.
- 840 972 *Reduced* that the allowance is to be, one third.
- 247 973 *Reduced* that the allowance is to be, one half.

- x 842 974 *Reduced* that the fleet is to be, to an allowance of water.
- 843 975 *Reefs*, take one in the top fails.
- 844 976 *Reefs*, take two in the top fails.
- 845 977 *Reefs*, take three in the top fails.
- 857 978 *Re-embark* the troops.
- 858 979 *Re-embark* the marines.
- 859 980 *Re-embark* the sick.
- 860 981 *Re-embark* the prisoners.
- 982 *Re-establish* the order of battle, on the same tack, when disordered by a shift wind.
- 983 *Re-establish* the order of battle on the other tack, the fleet bearing up all together.
- 984 *Re-establish* the order of battle on the same tack, the ships bearing up successively as they arrive ahead of their seconds that are lying to; that the whole line may arrive, at the same time, on the line of bearing of the rear ship, to complete the line of battle.
- 985 *e-establish* the order of sailing, on line of bearing, on the same tack.
- 986 *Re-establish* the order of sailing, on line of bearing, on the other tack.
- 987 *Re-establish* the common order of sailing on the same tack.
- 988 *Re-establish* the common order of sailing, on the other tack.

989 *Re-establish*

- 989 *Re-establish* the order of retreat.
- 893 990 *Refusal*, a signal of
- 894 991 *Rendezvous* to be returned to.
- 895 992 *Repair* on board the admiral, all flag officers.
- 896 993 *Repair* on board the admiral, flag officers, Americans only.
- 897 994 *Repair* on board the admiral, flag officers, Foreign only.
- 898 995 *Repair* on board the admiral, all captains
- 899 996 *Repair* on board the admiral all lieutenants, except one from each ship.
- 900 997 *Repair* on board the admiral all midshipmen.
- 901 998 *Repair* on board the admiral all boat-swains.
- 902 999 *Repair* on board the admiral all gunners.
- 903 1000 *Repair* on board the admiral, all carpenters.
- 904 1001 *Repair* on board the admiral, all carpenters, with their tools.
- 905 1002 *Repair* on board the admiral, all caulkers, with their tools.
- 906 1003 *Repair* on board the admiral, all smiths, with their tools.
- 907 1004 *Repair* on board a particular ship in the fleet, the physician-general of the armament.

1005 *Repair*



- 999 1005 *Repair* on board the admiral, all fur-  
geons.  
 1000 1006 *Repair* on board the admiral, all pursers.  
 1001 1007 *Repair* on board the admiral, all sail-  
makers.  
 1002 1008 *Repair* on board the admiral, all gene-  
ral land officers.  
 1003 1009 *Repair* on board the admiral, the offi-  
cer of the ordnance.  
 1004 1010 *Repair* on board the admiral, the agent  
victualler.  
 1005 1011 *Repair* on board the admiral, the agent  
for transports.  
 1006 1012 *Repair* on board the admiral, all long-  
boats, manned and armed.  
 1007 1013 *Repair* on board the admiral, all barges,  
manned and armed.  
 1008 1014 *Repair* on board the admiral, all pinna-  
ces, manned and armed.  
 1009 1015 *Repair* on board the admiral, all cut-  
ters, manned and armed.  
 1010 1016 *Repair* on board the admiral, all boats,  
of every denomination, manned and  
armed.  
 1011 1017 *Repair* instantly on board their respec-  
tive ships, all boats from the shore.  
 1012 1018 *Repair* on board their respective ships,  
all boats.

1019 *Repair*



1019 *Repair* on board her respective ship, a particular boat.

917 1020 *Repair* that boats may, at this time, on board the admiral, or any other ship; the service now admitting of it.

917 1021 *Repair* on board, all officers, their respective ships.

919 1022 *Repair* on board the admiral, all pilots.

920 1023 *Repair*, captains of frigates, with their men armed, that are distinguished; the ships on board which they are to go will be pointed out immediately after this signal by their flags.

921 1024 *Repair* with your sick on shore, or to the hospital ship.

1025 *Repair* to the assistance of a ship or ships in distress; the ships intended for this service will have their flags shewn.

922 1026 *Repeat* signals between the admiral and the squadron, ship or ships in chase; the ships signals intended for this service will accompany this signal; when they are to make all possible sail, to act between the admiral and the ships in chase.

923 1027 *Repeat* signals during the night, a particular ship.

924 1028 *Repeat* signals, the whole squadron.

925 1029 *Returned*, the signal books of the fleet are immediately to be.

88

ESSAY ON SIGNALS.

1030

1031

1032

1033

1034

1035

1036

- 1036 *SAIL*, to make, the whole fleet; but if addressed to any division, ship, or ships, their flags will be shewn.
- 1037 *Sail*, to shorten, the whole fleet; but if addressed to any particular division, ship, or ships, their flags will be shewn.
- 1038 *Sail* to be carried for the night, if the weather will permit.
- 1039 *Sail* to shorten, beginning at the rear ship.
- 1040 *Sail* to make, beginning at the van ship.
- 1041 *Sail*, to make all possible; still preserving the present order.
- 1042 *Sail*. The convoy to make sail; the course they are to steer will be shewn by the chacing signal for that point of the compass.
- 1043 *Secured*, that I have, the ship or ships that have struck.
- 1044 *Secured*, that I have not, the ship or ships that have struck.
- 1045 *Seen*, that I have, enemy's line of battle ships at sea.
- 1046 *Seen*, that I have, enemy's ships in a harbour, shattered much.
- 1047 *Seen*, that I have, enemy's ships in a harbour, in good condition.

- 954 1048 *Seen*, that I have, enemy's ships at anchor, apparently very much disabled.
- 955 1049 *Seen*, that I have, enemy's ships at sea, situated as in the above signal.
- 956 1050 *Seen*, that I have, enemy's frigates at sea.
- 957 1051 *Seen*, that I have, an enemy's convoy at sea.
- 958 1052 *Seen*, that I have, enemy's line of battle ships in a harbour, bay or road-stead.
- 959 1053 *Seen*, that I have, enemy's frigates, in a harbour, bay or road-stead.
- 960 1054 *Seen*, that I have, enemy's convoy in a harbour, bay or road-stead.
- 961 1055 *Send* a bower anchor and cable to a particular ship.
- 962 1056 *Send* a bower cable only.
- 963 1057 *Send* an anchor only.
- 964 1058 *Send* anchor and hawsers to a ship in distress.
- 965 1059 *Send* engines, &c. to a ship on fire.
- 966 1060 *Set up*, that the rigging is to be.
- 967 1061 *Shift* her birth, a particular ship.
- 968 1062 *Shift* the flag on board another ship, any flag ship being disabled: the ship on board of which the flag is to be hoisted, will be pointed out by her distinguishing flag.

1063 *Ships*



- 1063 *Ships* furnished with pilots will go ahead under a press of sail; consult together, and take their stations in the most approved situations, in order to direct the fleet into port. Ships that are to be left on the starboard hand will have the yellow cornet at the fore; those on the larboard hand, no flag. The ship that is to point out the road, will hoist the blue triangular flag at the fore top or top-gallant mast head.
- 1064 *Shorten* sail as much as possible, consistent with preserving the present order.
- 971 1065 *Sight*, to keep, of the strange fleet, to lead the fleet upon them.
- 974 1066 *Slip*, leaving buoys on the cables.
- 975 1067 *Slip*, leaving no buoys on the cables.
- 976 1068 *Sound*, a particular ship to go ahead for that purpose.
- 977 1069 *Soundings*, have obtained; the number of fathoms will be shewn by the numerical signal.
- 978 1070 *Soundings*, cannot obtain.
- 979 1071 *Soundings*, in shoal water.
- 980 1072 *Speak* with the admiral, that a particular ship would.
- 981 1073 *Speak* with a particular ship, or ships, the admiral would.



982 1074 *Speak* the strange sail, and bring the admiral intelligence, if any; if none, return to her station.

784 1075 *Spirit-room*. Answer interrogatory signal.

985 1076 *Spread more* to starboard.

986 1077 *Spread more* to port.

987 1078 *Sprung* a leak, that the ship has.

988 1079 *Stations*, the ships to take, severally, such as may be most conducive to the formation of the order.

1080 *Station*, to preserve, a particular division or ship.

989 1081 *Stay* by a disabled ship or prize.

1082 *Steering*, that the strange or enemy's ships are, close by the wind, on the starboard tack.

1083 *Steering*, that the strange or enemy's ships are, one point free, on the starboard tack.

1084 *Steering*, that the strange or enemy's ships are, two points free, on the starboard tack.

1085 *Steering*, that the strange or enemy's ships are, three points from the wind, on the starboard tack.

1086 *Steering*, that the strange or enemy's ships are, four points free, on the starboard tack.

1087 *Steering*

- 1087 *Steering*, that the strange or enemy's ships are, five points free on the star-board tack.
- 1088 *Steering*, that the strange or enemy's ships are, six points free, on the star-board tack.
- 1089 *Steering*, that the strange or enemy's ships are, seven points free, on the star-board tack.
- 1090 *Steering*, that the strange or enemy's ships are, eight points free, on the star-board tack.
- 1091 *Steering*, that the strange or enemy's ships are, nine points free, on the star-board tack.
- 1092 *Steering*, that the strange or enemy's ships are, ten points free, or right before the wind.
- 1093 *Steering*, that the strange or enemy's ships are, nine points free, on the lar-board tack.
- 1094 *Steering*, that the strange or enemy's ships are, eight points free, on the lar-board tack.
- 1095 *Steering*, that the strange or enemy's ships are, seven points free, on the lar-board tack.
- 1096 *Steering*, that the strange or enemy's ships

ships are, six points free, on the larboard tack.

1097 *Steering*, that the strange or enemy's ships are, five points free, on the larboard tack.

1098 *Steering*, that the strange or enemy's ships are, four points free, on the larboard tack.

1099 *Steering*, that the strange or enemy's ships are, three points free, on the larboard tack.

1100 *Steering*, that the strange or enemy's ships are, two points free, on the larboard tack.

1101 *Steering*, that the strange or enemy's ships are, one point free, on the larboard tack.

1102 *Steering*, that the strange or enemy's ships are, close by the wind, on the larboard tack.

1103 *Steering*, that the chace is, large on the starboard tack.

1104 *Steering*, that the chace is, large on the larboard tack.

1105 *Steering*, that the chace is, close by the wind, on the starboard tack.

1106 *Steering*. that the chace is, close by the wind on the larboard tack.

1107 *Stop*

- 1107 *Stop* the ship or ships, national or neutral, attempting to leave the roadstead, the nearest ship to her of them.
- 1108 *Store-room.* Boatswain.
- 1109 *Store-room.* Gunner.
- 1110 *Store-room.* Carpenter.
- 1111 *Strange ships* in fight are of the line.
- 1112 *Strange ships* in fight are frigates.
- 1113 *Strange ships* in fight are merchantmen or transports.
- 1114 *Strange ships* in fight are friends.
- 1115 *Strange ships* in fight are enemies.
- 1116 *Strike* yards and top-gallant mast.
- 1117 *Strike* top-masts.
- 1118 *Strike* lower yards and top-masts.
- 1119 *Strike* top-gallant yards at sun set.
- 1120 *Sufficiency* that I have on board, of the article or articles in question.
- 1121 *Superior* are the strange ships in fight to the ships of the United States squadron.
- 1122 *Superior* is the strange ship or ships to the division, ship or ships in chase.
- 1123 *Support* a particular ship in action.
- 1124

96

ESSAY ON SIGNALS.

1125

1126

1127

1128

1129

1130

1131

1132



- 1132 *TACK*. When this signal is displayed, the van ship of each division will tack, at the same instant, and be followed in succession by the whole fleet, to ply to windward in one, two, three or more columns, as the fleet may be disposed.
- 1133 *Tack*. When this signal is displayed, the rear ship of each division will tack, at the same instant, and be followed in succession by the whole fleet, to ply to windward in one, two, three or more columns, as the fleet may be disposed.
- 1134 *Tack*, the whole fleet together, and haul by the wind.
- 1135 *Tack*, the whole fleet together, and steer one point free, on the other tack.
- 1136 *Tack*, the whole fleet together, and steer two points free, on the other tack.
- 1137 *Tack*, the whole fleet together, and steer three points free on the other tack.
- 1138 *Tack*, the whole fleet together, and steer four points free on the other tack.
- 1139 *Tack*, the whole fleet in succession, the van ship beginning the evolution, &c.
- 1140 *Tack*, the whole fleet in succession, the van ship beginning the evolution, and steer one point free, on the other tack.
- 1141 *Tack*, the whole fleet in succession, the

van ship beginning the evolution, and steer two points free, on the other tack.

1142 *Tack*, the whole fleet in succession, the van ship beginning the evolution, and steer three points free, on the other tack.

1143 *Tack*, the whole fleet in succession, beginning at the van, and steer four points free, on the other tack.

1144 *Tack*, the whole fleet in succession; the rear ship or ships of the line or lines, as the fleet may happen to be disposed, make this movement first.

1145 *Tack*, the whole fleet in succession, the rear ship making the movement first, and steer one point large, on the other tack.

1146 *Tack*, the whole fleet in succession, the rear ship making the movement first, and steer two points large, on the other tack.

1147 *Tack*, the whole fleet in succession, the rear ship making the movement first, and steer three points large on the other tack.

1148 *Tack*, the whole fleet in succession, the rear ship making the movement first, and steer four points large, on the other tack.

1149 *Tack*, (the fleet being in chace, in no particular

particular order) the headmoſt and weathermoſt ſhips firſt.

1150 *Tack*, (the fleet being in chace, or otherwiſe, in no particular order) the ſternmoſt and leewardmoſt ſhips firſt.

1151 *Tack*, the leading ſhip of the center diviſion; the reſt of the fleet, towards the rear, to follow the ſame manœuvre in ſucceſſion, while the van is to continue on the ſame tack as before, engaging the enemy.

1152 *Tack*, a particular diviſion, the van ſhip of which is to go about firſt; the reſt are to follow, in ſucceſſion, as far as the rear ſhip of that diviſion, who is alſo to get upon the other tack, in order to double the rear of the enemy.

1153 *Tack*, ſuch ſhips as want opponents, and paſs through the moſt convenient intervals of the enemy's line; there go about again, and bring them between two fires.

1154 *Tack*, the two ſhips between which the van ſhip of the enemy has forced the line, and bring the enemy's ſhip between two fires; ſhould the enemy perſiſt in pushing through the line, the ſhips next ahead and next aſtern of the ſhips that are about, are to tack, and ſo on through the line, that the enemy may be cannonaded on both ſides.

- 1155 *Tack*, ships in chace, or otherwise, before the admiral's beam.
- 1156 *Tack*, ships in chace, or otherwise; abaft the admiral's beam.
- 1157 *Tack*, the van division, and lead down the enemy's line to windward, and begin the action; while the center and rear divisions engage the enemy to leeward.
- 1158 *Tack*, and lead down the enemy's line to windward, all the ships that can weather their order of battle, and engage (as will the rest of the fleet) to leeward, in order to bring them between two fires.
- 1159 *Tack*, the van ship of the line, as soon as she can weather the van of the enemy, and lead down to windward until she shall be in a proper situation to wear and attack her opponent, and so on in succession, throughout the whole line, to gain the weather gage.
- 1160 *Tack*; the weather division to tack and stand the other way until farther orders.
- 1161 *Tack*; the center division to tack and stand the other way until farther orders.
- 1162 *Tack*; the lee division to tack and stand the other way until farther orders.
- 1163 *Tack*, in succession, beginning at the rear.
- 1164 *Tack*, and call off the chace.

1165 *Tack*,



- 1165 *Tack*, ships on the other board, as soon as they can fetch the wake of the line, or of their respective columns.
- 1166 *Tacked*, that the strange or enemy's fleet, ship, or ships, have, all together, and keep close to the wind, on the star-board tack.
- 1167 *Tacked*, that the strange or enemy's fleet, ship, or ships, have, all together, and steer one point large, on the star-board tack.
- 1168 *Tacked*, that the strange or enemy's fleet, ship or ships, have, all together, and steer two points large, on the star-board tack.
- 1169 *Tacked*, that the strange or enemy's fleet, ship or ships, have, all together, and steer three points large, on the star-board tack.
- 1170 *Tacked*, that the strange or enemy's fleet, ship or ships, have, all together, and steer four points large, on the star-board tack.
- 1171 *Tacked*, that the strange or enemy's fleet, ship or ships, have, in succession, and steer one point free on the starboard tack.
- 1172 *Tacked*, that the strange or enemy's fleet, ship or ships, have, in succession,  
and



and steer two points free, on the star-board tack.

1173 *Tacked*, that the strange or enemy's fleet, ship or ships, have, in succession, and steer three points free, on the star-board tack.

1174 *Tacked*, that the strange or enemy's fleet, ship or ships, have, in succession, and steer four points free, on the star-board tack.

1175 *Tacked*, that the strange or enemy's fleet, ship or ships, have, all together, and keep close to the wind, on the lar-board tack.

1176 *Tacked*, that the strange or enemy's fleet, ship or ships, have, altogether, and steer one point large, on the lar-board tack.

1177 *Tacked*, that the strange or enemy's fleet, ship or ships, have, all together, and steer two points large, on the lar-board tack.

1178 *Tacked*, that the strange or enemy's fleet, ship or ships, have, all together, and steer three points large, on the lar-board tack.

1179 *Tacked*, that the strange or enemy's fleet, ship or ships, have, all together, and steer four points large on the lar-board tack.

1180 *Tacked*,

- 1180 *Tacked*, that the strange or enemy's fleet, ship or ships, have, in succession, and keep their wind on the larboard tack.
- 1181 *Tacked*, that the strange or enemy's fleet, ship or ships, have, in succession, and steer one point large, on the larboard tack.
- 1182 *Tacked*, that the strange or enemy's fleet, ship or ships, have, in succession, and steer two points large, on the larboard tack.
- 1183 *Tacked*, that the strange or enemy's fleet, ship or ships, have, in succession, and steer three points large, on the larboard tack.
- 1184 *Tacked*, that the strange or enemy's fleet, ship or ships, have, in succession, and steer four points large, on the larboard tack.
- 1185 *Tenders*, all of the fleet, to come under the admiral's stern.
- 1186 *Tenders* to have the admiral's signals.
- 1187 *Top sails* to be stopped with rope yarns, and hoisted to the mast head.
- 1188 *Tow* a particular ship.
- 1189 *Tow* a particular ship with boats, who are instantly to repair on board of her, without coming to the admiral.

1190 *Tow*

104

ESSAY ON SIGNALS.

1042 1190 *Tow* my ship, the boats.

1043 1191 *Traverse* the enemy, every ship, as fast  
as possible, ahead or astern of your op-  
ponent, to get the lee or weather gage.

1044 1192 *Truce*; no hostilities to be committed  
while this flag is out.

1193

1194

1195

1196

1197

1198

1198

1199

1200

1201

1202

1203

1204

P

1205

- 1060 1205 *UNDERWAY*, to get.
- 1061 1206 *Underway*, the outermost ships are to get first.
- 1062 1207 *Underway*, that the lee line is get first, the fleet being anchored in columns, and so on to the weathermost, which is to weigh last.
- 1208 *Underway*, that the rear ship is to get first (the fleet being at anchor in a line, riding head to wind) and haul close upon a bow-line, upon the starboard tack; the rest are to follow, in succession, from the rear to the van, and take their stations in her wake, to form the order of battle.
- 1209 *Underway*, that the rear ship is to get first (the fleet being at anchor in a line, riding head to wind) and haul close upon a bow-line, on the larboard tack; the rest of the disposition being the same as in the preceding signal.
- 1065 1210 *Underway*, that the strange or enemy's fleet, ship, or ships are getting.
- 1066 1211 *Underway*, that the strange or enemy's fleet, ship or ships are.
- 1067 1212 *Understand*, do not, the signal.
- 1068 1213 *Unmoor* the fleet; but if any particular division, ship or ships, their distinguishing flags will be shewn.



ESSAY ON SIGNALS.

107

1214

1215

1216

1217

1218

1219

1220

P 2

1221

108

ESSAY ON SIGNALS.

1072

1221

*VAN* division to fill.

1222

1223

1224

1225

1226

1227

1228

1229

- 1229 *WANT*, that I am in, of men.
- 1230 *Want*, that I am in, of water.
- 1231 *Want*, that I am in, of bread; the number of hundreds will be shew immediately after this signal.
- 1232 *Want*, that I am in, of beef and pork; the number of barrels will be shewn immediately after this signal.
- 1233 *Want*, that I am in, of powder; the number of pounds will be shewn immediately after this signal.
- 1234 *Want*, that I am in, of boatswain's stores.
- 1235 *Want*, that I am in, of gunner's stores.
- 1236 *Want*, that I am in, of carpenter's stores.
- 1237 *Want*, that I am in, of a main top-mast.
- 1238 *Want*, that I am in, of a fore top-mast.
- 1239 *Want*, that I am in, of a main top-sail yard.
- 1240 *Want*, that I am in, of a fore top-sail yard.
- 1241 *Want*, that I am in, of a jib-boom.
- 1242 *Want*, that I am in, of a main sail.
- 1243 *Want*, that I am in, of a main top-sail.
- 1244 *Want*, that I am in, of a fore sail.
- 1245 *Want*, that I am in, of a fore top-sail.
- 1246 *Want*,

1102 1246 *Want*, that I am in great, of a surgeon.

1105 1247 *Watering*, to fend the boats.

1107 1248 *Weather*, that I can, the enemy.

1108 1249 *Weather*, I cannot, the enemy.

1122 1250 *Wear*, the whole fleet together, and run ten points large, or right before the wind.

1251 *Wear*, the whole fleet together, and run nine points large, on the other tack.

1252 *Wear*, the whole fleet together, and run eight points large on the other tack.

1253 *Wear*, the whole fleet together, and run seven points large on the other tack.

1254 *Wear*, the whole fleet together, and run six points large, on the other tack.

1255 *Wear*, the whole fleet together, and run five points large, on the other tack.

1256 *Wear*, the whole fleet together, and run four points large on the other tack.

1257 *Wear*, the whole fleet together, and run three points large on the other tack.

1258 *Wear*, the whole fleet together, and run two points large, on the other tack.

1259 *Wear*, the whole fleet together, and run one point large, on the other tack.

1260 *Wear*, the whole fleet together, and haul their wind on the other tack.

1261 *Wear*

- 1261 *Wear*, the whole fleet in succession, beginning at the van, and run ten points large, or before the wind.
- 1262 *Wear*, the whole fleet in succession, beginning at the van, and run nine points large on the other tack.
- 1263 *Wear*, the whole fleet in succession, beginning at the van, and run eight points large on the other tack.
- 1264 *Wear*, the whole fleet in succession, beginning at the van, and run seven points large, on the other tack.
- 1265 *Wear*, the fleet in succession, beginning at the van, and run six points free on the other tack.
- 1266 *Wear*, the fleet successively, beginning at the van, and run five points free, on the other tack.
- 1267 *Wear*, the whole fleet in succession, beginning at the van, and run four points large, on the other tack.
- 1268 *Wear*, the fleet in succession, beginning at the van, and run three points large, on the other tack.
- 1269 *Wear*, the fleet in succession, beginning at the van, and run two points free, on the other tack.
- 1270 *Wear*, the fleet in succession, beginning  
at



- at the van, and run one point large, on the other tack.
- 1271 *Wear*, the fleet in succession, beginning at the van, and haul close by the wind on the other tack.
- 1272 *Wear*, the fleet in succession, beginning at the rear, and run ten points large, or right before the wind.
- 1273 *Wear*, the fleet in succession, beginning at the rear, and run nine points large, on the other tack.
- 1274 *Wear*, the fleet in succession, beginning at the rear, and run eight points large, on the other tack.
- 1275 *Wear*, the fleet in succession, beginning at the rear, and run seven points large, on the other tack.
- 1276 *Wear*, the fleet in succession, beginning at the rear, and run six points large, on the other tack.
- 1277 *Wear*, the fleet in succession, beginning at the rear, and run five points large, on the other tack.
- 1278 *Wear*, the fleet in succession, beginning at the rear, and run four points large, on the other tack.
- 1279 *Wear*, the fleet in succession, beginning at the rear, and run three points large, on the other tack.

1280 *Wear*

- 1280 *Wear*, the fleet in succession, beginning at the rear, and run two points large on the other tack.
- 1281 *Wear*, the fleet in succession, beginning at the rear, and run one point large, on the other tack.
- 1282 *Wear*, the fleet in succession, beginning at the rear, and haul close by the wind on the other tack.
- 1283 *Wear*, (the fleet being in no particular order, in chace, or otherwise) the headmost and weathermost ships first.
- 1284 *Wear*, (the fleet being in no particular order, in chace, or otherwise) the sternmost and leemost ships first.
- 1285 *Weekly* accounts.
- 1286 *White ensigns* to be worn by all the fleet in action.
- 1287 *Weigh*, the whole fleet; but if any particular division, ship or ships, their distinguishing flags will be shewn.
- 1288 *Withdraw* your men from prizes instantly.
- 1289 *Withdraw*, though the admiral does, from the line, his motions are at this time to be taken no notice of by the fleet; they still preserving their posts.
- 1290 *Wooding* parties to be sent from the ships.

X 113/

- 1291 *Wore*, that the strange or enemy's fleet, ship, or ships have, together, and steer ten points large, or before the wind.
- 1292 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer nine points large on the starboard tack.
- 1293 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer eight points large, on the starboard tack.
- 1294 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer seven points large on the starboard tack.
- 1295 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer six points large on the starboard tack.
- 1296 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer five points large, on the starboard tack.
- 1297 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer four points large, on the other tack.
- 1298 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer three points large, on the starboard tack.
- 1299 *Wore*, that the strange or enemy's fleet, ship or ships have, together, and steer two points large, on the starboard tack.
- 1300 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer one point free, on the starboard tack.

1301 *Wore*

- 1301 *Wore*, that the strange or enemy's fleet, ship or ships, have, together, and hauled by the wind, on the starboard tack.
- 1302 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer ten points large, or before the wind.
- 1303 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer nine points large, on the starboard tack.
- 1304 *Wore*, that the strange or enemy's fleet ship or ships have, in succession, and steer eight points large, on the starboard tack.
- 1305 *Wore*, that the strange or enemy's fleet ship or ships have, in succession, and steer seven points large, on the starboard tack.
- 1306 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer six points large, on the starboard tack.
- 1307 *Wore*, that the strange or enemy's fleet ships or ships, have, in succession, and steer five points large, on the starboard tack.
- 1308 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer four points large, on the starboard tack.



- 1309 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer three points large, on the starboard tack.
- 1310 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer two points large, on the starboard tack.
- 1311 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer one point large, on the starboard tack.
- 1312 *Wore*, that the strange or enemy's fleet, ship or ships, have, in succession, and keep their wind on the starboard tack.
- 1313 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer ten points large, or right before the wind.
- 1314 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer nine points large, on the larboard tack.
- 1315 *Wore*, that the strange or enemy's fleet ships or ships, have, together, and steer eight points large, on the larboard tack.
- 1316 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer seven points large, on the larboard tack.

1317 *Wore*



- 1317 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer six points large, on the larboard tack.
- 1318 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer five points large, on the larboard tack.
- 1319 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer four points large, on the larboard tack.
- 1320 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and steer three points large, on the larboard tack.
- 1321 *Wore*, that the strange or enemy's fleet, ship or ships, have, together, and steer two points large, on the larboard tack.
- 1322 *Wore*, that the strange or enemy's fleet, ship or ships, have, together, and steer one point large, on the larboard tack.
- 1323 *Wore*, that the strange or enemy's fleet ship or ships, have, together, and keep close to the wind on the larboard tack.
- 1324 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer ten points large, or right before the wind.
- 1325 *Wore*, that the strange or enemy's fleet, ship or ships, have, in succession, and steer nine points large, on the larboard tack.

1326 *Wore*

- 1326 *Wore*, that the strange or enemy's fleet, ship or ships, have, in succession, and steer eight points large, on the larboard tack.
- 1327 *Wore*, that the strange or enemy's fleet, ship or ships, have, in succession, and steer seven points large, on the larboard tack.
- 1328 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer six points large, on the larboard tack.
- 1329 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer five points large, on the larboard tack.
- 1330 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer four points large, on the larboard tack.
- 1331 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer three points large on the larboard tack.
- 1332 *Wore*, that the strange or enemy's fleet, ship or ships, have, in succession, and steer two points large, on the larboard tack.
- 1333 *Wore*, that the strange or enemy's fleet ship or ships, have, in succession, and steer

steer one point large, on the larboard tack.

1334 *Wore*, that the strange or enemy's fleet ship or ships have, in succession, and keep close to the wind, on the larboard tack.

1335 *Wounded*, that the admiral is.

1336 *Wounded*, that the captain is.

1337 *Wounded*, that the lieutenant or lieutenants are ; the number will be shewn immediately after this signal.

1338 *Wounded*, that the captain of marines is.

1339 *Wounded*, that the lieutenant of marines is.

1340 *Wounded*, that the master is.

1341 *Wounded*, that the surgeon is.

1342 *Wounded*, that such a number of seamen and marines are.

1343

1344

1345

120.

ESSAY ON SIGNALS.

1345

1346

1347

1348

1349

1350

1351

# DIRECTIONS

FOR USING

## FOG SIGNALS.

No. Sig.	Guns.	Min.	Guns.	
1	1	1	1	Tack.
2	1	2	1	Wear.
3	1	3	1	Prepare to weigh.
4	1	4	1	Weigh.
5	1	5	1	Distress, though not in want of immediate assistance.
6	1	1	2	Discovering danger.
7	1	2	2	Prepare to anchor.
8	1	3	2	Anchor.
9	1	4	2	Distress, and in want of immediate assistance.
10	1	5	2	Soundings obtained.
11	1	1	3	Alter the course two points to starboard.
12	1	2	3	Alter the course four points to starboard.
13	1	3	3	Alter the course six points to starboard.
14	1	4	3	Alter the course eight points to starboard.
15	1	5	3	Alter the course ten points to starboard.



	Sig.	G.	M.	G.	
7	16	1	1	4	Alter the course two points to port.
8	17	1	2	4	Alter the course four points to port.
9	18	1	3	4	Alter the course six points to port.
10	19	1	4	4	Alter the course eight points to port.
11	20	1	5	4	Alter the course ten points to port.
12	21	2	1	1	Alter the course one point to star-board.
13	22	2	2	1	Alter the course one point to port.
14	23	2	3	1	Head-most and weather-most ships to tack first.
37	24	2	4	1	Stern-most and leeward-most ships to tack first.
24	25	2	5	1	Discovering strange ships of superior force.
25	26	2	1	2	Discovering strange ships of inferior force.
19	27	2	2	2	Bring the strange ships in sight to action, if possible.
23	28	2	3	2	Discontinue the action.
32	29	2	4	2	Men of war draw from the convoy to windward.
33	30	2	5	2	Men of war draw from the convoy to leeward.
41	31	2	1	3	To bring to and lay by on the star-board tack.
42	32	2	2	3	To bring to and lay by on the lar-board tack.
43	33	2	3	3	To bring to and sail on the star-board tack.
44	34	2	4	3	To bring to and sail on the larboard tack.

Sig.	S.	M.	G.	
55	35	2	5	3
45	36	3	1	1
46	37	3	2	1
54	38	3	3	1
30	39	3	4	1
20	40	3	5	1
38	41	3	1	2
28	42	3	2	2
35	43	3	3	2
57	44	3	4	2
37	45	3	5	2
35	46	4	1	1
22	47	4	2	1
15	48	4	3	1
16	49	4	4	1
18	50	4	5	1
47	51	4	1	2
48	52	4	2	2
49	53	4	3	2
50	54	4	4	2
51	55	4	5	2
52	56	5	1	1
17	57	5	2	1

Wear and bring to on the other tack.

To make more sail.

That the admiral has wore and bro't to on the other tack.

All officers repair on board their respective ships.

Make sail after lying by.

Cut or slip.

Strike lower-yards and top-masts.

In want of boats manned and armed.

Up lower-yards and top-masts.

Unmoor.

Moor.

Prepare for sailing.

I do not understand the signal.

All captains.

All lieutenants.

Boat with a midshipman from each ship.

To sail at the rate of 2 knots per hour.

To do. 3 do.

To do. 4 do.

To do. 5 1-2 do.

To do. 7 do.

To do. 8 1-2 do.

Act in this case at your own discretion.

As fog signals can only be made by sound, I would propose the preceding arrangement: where the signals will be sufficiently extensive without any immoderate use of time or gun powder, since the longest space of time will be five minutes, and six will be the greatest number of guns necessary to make 57 signals, which number I apprehend will be sufficient for the few movements a fleet can make in a fog.

The intelligence of those signals depend upon the intermediate time between the guns, which is extremely easy to observe, since the least interval is one minute, a space of time easily observed by a common watch or half minute glass. It is necessary to remark that the guns and minutes stand in columns, and are to be used in the following manner:—Suppose it was necessary to make the signal “discovering danger,” one gun would be fired, a space of one minute would take place, and then two guns quick, or at about two or three seconds apart, and so on for any other. It may not be unnecessary to add, that in making those signals the whole of the guns composing any one of them should be fired from one side or the other,

other, and by no means from the different batteries, as it might occasion a difference in the report, and increase or decrease the space of time; guns used for signals should, if possible, be all of one size, and the same charge at all times, for reasons too obvious to mention, it is also recommended to fire all guns to windward.

Ships on the starboard tack are to fire muskets or beat drums; those on the larboard tack are to ring bells.



FINIS.

*To take effect the 1<sup>st</sup> May 1801*

76-201  
unpublished  
B2W 76

05005

132795





